

Navy News

OCTOBER 1975 5p

Seen against a "backdrop" of St. Michael's Mount, Cornwall, is a naval threesome from R.N. air station Culdrose. The trio consists of a Sea King 1 from 706 Squadron, a Wessex 1 (777 Squadron), and one of the Navy's latest helicopters, a Gazelle, of 705 Squadron.

Photo: George Davey, MOD.

FLYING PAST THE MOUNT



DRY EXIT AID FOR SUBS

When Gareloch week-end yachtsmen were asked to steer clear of two vivid red buoys just south of the Faslane base, none realised that 100 feet below them submariners and scientists were calmly climbing up and down ladders between two submarines — without getting wet.

It was the Navy's first evaluation of what help a new type of British-operated commercial submersible might be able to give to military submarines unable to surface normally.

Now the highly successful trials, conducted by Vickers in conjunction with MOD(Navy), have shown that under some circumstances men can be rescued from naval submarines by transferring them into commercial sub-

mersibles of a type now in service in North Sea oilfields.

The system can also be used to provide other forms of assistance, including transfer of life support equipment into a submarine unable to surface normally.

Two submarines — H.M.S. Otter and the Canadian submarine H.M.C.S. Ojibwa — took part in the trials. The submersible was Vickers Oceanics Ltd's VOL L1 diver lock-out boat, which had its midship compartment modified by the addition of a bell-shaped mating skirt.

The principle is that the submersible makes a free approach to a submarine on the sea bottom and centres the downward-projecting mating skirt on the transfer port, using thrusters for manoeuvring. When contact is achieved, with the submersible held in place

by thrusters, the water in the skirt is reduced to one atmosphere pressure, giving a positive lock-on between the boats. Water in the transfer skirt can then be drained into the submarine and the hatches on both boats opened for transfer of men or equipment.

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Big exercise in East Med.

Royal Navy ships and Royal Marine commandos were among elements taking part in NATO Exercise Deep Express in the Aegean Sea and Turkish Thrace at the end of September. One of the planned features was an amphibious landing on the Turkish coast.

Some 30 ships and 5,000 men were involved in the exercise and commander of the combined NATO amphibious task force was Rear-Admiral J. H. F. Eberle (Flag Officer Carriers and Amphibious Ships), embarked in H.M.S. Hermes.

Other ships taking part included H.M.S. Bulwark, Intrepid, Antrim and

Ashanti, together with some 10 R.F.A.s.

Deep Express was preceded by a national mounting and work up exercise involving the R.N. and R.M. Forces, with much activity in the Malta area, where there were also runs ashore.

When the Intrepid left Portsmouth in company with the Bulwark and six R.F.A.s, she had on board 90 midshipmen under training. At Gibraltar a hard-fought soccer match between the two ships resulted in a 2-2 draw.

Antelope gets busy



King orders tot time

"The Queen — God bless her" — That was the sentiment associated with the drinking of the tot before its end in 1971. But it's possible that the lads here were drinking the health of "The King" — King Karl Gustaf of Sweden, who ordered the splicing of the mainbrace when he went on board H.M. ships in Gothenburg. Each of the five British ships on the visit is represented: Scylla (AB George Hilbourne), Londonderry (AB James Webster), Abdiel (AB Edward Jones), Norfolk (Wtr. Peter Sneddon) and Danae (Ck. Stuart Radford.) — See story, page 2.



Lettings still set problems

Fear of squatters, coming on top of mounting anxiety over the operation of the Rent Act, is nowhere more acute than in the Royal Navy, where home ownership, though still understood as financially prudent, is seen as worsening the Service separation problem.

Personnel who prefer a home of their own to married quarters, not only for present comfort but for future security, have never felt more vulnerable than now

when they get a draft to a job in another area.

If the wife wishes to keep the family together and make a temporary move, they are faced with a number of alternatives.

They can leave the house locked up and untenanted, running the risk of squatters turning it into a pigsty. If the property is

Commissioned this summer, H.M.S. Antelope is the second of the Royal Navy's Type 21 frigates. She was built by Vosper Thornycroft at Woolston and launched in 1972.

Photo: LA Tote Thomas, H.M.S. Gouda.

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Swop drafts

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicant direct.

C. J. Lund, MEM1 (AMC, JBD), H.M.S. Danae. Detailed H.M.S. Shoulton, November 24. Due for refit at Portsmouth. Will exchange for any sea-going minesweeper or small survey vessel, preferably Far East or West Indies, with home port of Plymouth.

N. F. Gosling, RO1(G), H.M.S. Hecla. Running from Devonport. Will exchange for carrier, assault ship or big ship.

R. D. Cheer, RO1(T), COMCEN Whitehall, Spring Gardens, London, SW1. Detailed H.M.S. Blake January 5. Will exchange for any frigate, Chatham or Portsmouth based.

R. A. Maddams, LS(T), H.M.S. Matapan. (Expected to deploy to West Indies and U.S.A. early in 1976). Will consider any Portsmouth shore base or Portsmouth-based refit ship.

H. West, RO1(G)(Morse), H.M.S. Jura, based at Rosyth. Will exchange for any Portsmouth based DLG or establishment.

P. Burles, MEM1, H.M.S. Euryalus, refitting at Devonport. Will exchange for any Rosyth based frigate or minesweeper.

S. Maher, AB(RP3), H.M.S. Matapan. Will exchange for any Home Sea Service ship.

H. Robinson, AB(S), H.M.S. Victory. Will exchange for H.M.S. Rooke.

S. McMaster, RO1(G), H.M.S. Forest Moor, Darley, Nr. Harrogate. Twelve months still to serve in Forest Moor. Will exchange for any Portsmouth shore base.

N. Webb, CEM, H.M.S. Matapan. Expected to deploy to West Indies and U.S.A. early 1976. Will exchange for any LRP ship, or shore establishment, Portsmouth area.

L. McLaughlin, AB(R), H.M.S. Penelope. (Sea service, Devonport based). Detailed H.M.S. Kent (refitting), February 10. Will exchange for any Rosyth-based ship or Rosyth shore base.

M. Milner, POMEM, H.M.S. Hardy at Chatham. Reserve Ship Unit Chatham. (For 12 months). Will exchange for shore base in Portsmouth area.

A. Edwards, JREM, 2R2 Mess, H.M.S. Ark Royal. Expected to visit West Indies and U.S.A. early 1976. Will exchange for any U.K. shore base.

A. McKenna, OEM1, H.M.S. Fearless. Exmouth Block, 5 Mess, H.M.S. Drake. Fearless is refitting at Devonport. Will exchange for any Portsmouth-based ship.

D. Birse, AB(R), 82 Howard Road, Hilsen, Portsmouth. Detailed H.M.S. Amazon. Will swap for any Portsmouth-based ship.

P. A. Anderson, A/LMEM, H.M.S. Cochrane F.M.G. Approx. six months. Will swap for Chatham FMG or ship in refit at Chatham.

Anderson (S) H.M.S. Apollo. Drafted to H.M.S. Berwick (Devonport-based) Jan. 12. Wishes to swap for Rosyth-based ship.

M. Hall, PO(R), H.M.S. Pembroke. Drafted H.M.S. Devonshire in November. Will swap for any Chatham-based ship or Portsmouth-running Type 21 frigate.

T. B. Godfrey, AB(M) (FCII), Keppel Block, H.M.S. Nelson. Drafted to H.M.S. Andromeda (Devonport based), December 29. Will swap for any Portsmouth / Portland based ship.

C. L. Smith, POA(AE), 829 Squadron, Naird Flight, B.F.P.O. Ships. Detailed H.M.S. Daedalus, November 22. Will exchange for Yeovilton or Portland.

P. R. Kennell, (POEL), PO's Mess, H.M.S. Collingwood. Detailed H.M.S. Hermes, expected to refit next year at Devonport. Will exchange for Portsmouth-based ship.

P. J. Cavanagh, LS(M), 1 Mess, H.M.S. Salisbury (Devonport based). Expected to visit U.S. next year, followed by refit. Wishes to swap for Portsmouth-based ship or establishment.

I. Thomas, AB(MW), S2 Mess, H.M.S. Juno. Due for refit Portsmouth, mid-1976. Will exchange for Devonport based ship or ship due L.R.P. at Devonport.

R. W. Burman, EMA(1), H.M.S. Seahawk, Helston, Cornwall. Will exchange for Lee-on-Solent — Yeovilton or Portland considered.

J. Duffy, CK, Saumarez Block, H.M.S. Nelson. Wishes to swap for any Scottish establishment.

S. Carter, REM1, R.N.W.T. New Waltham, Pooks Lane, Grimsby, S. Humberside. Detailed H.M.S. St Angelo (Zeebug, W.T.), February 1976. L.F.A.A. service. Will consider any exchange.

LET'S LOOK AT THE OPS BRANCH

While the pain of implementing the Operations Branch — which is now nine months old — has not been as severe as the pessimists forecast, the optimists' enthusiasm has not been fully justified.

The skills and abilities of the Fleet did not change on New Year's Eve, when it all started, and Drafty is still relying on those skills and abilities to build a successful Operations Branch.

The Branch was designed to line up the Seaman and Communication Branches with "the rest of the Service by balancing the left and right arms and to prepare for the 1980s and the new ships shortly due into Service.

In the days before the Ops Branch, Drafty was concerned with Specialist Qualifications because these determined the watch and quarter bills of the ships and allowed them the fighting ability they needed. The number of men in each rate was incidental, although it bore some relation to the SQ structure. With the introduction of the Operations Branch this pyramid will be the paper shape for both rate and SQ and can, of course, be connected where necessary by making men "local acting."

The change to a new system obviously takes time and it is expected that it will be at least two years before the Operations Branch settles down.

The D.C.I. 114/74 is the bible of the new Operations Branch and contains massive rate conversion tables which should ensure that everyone has the correct skills to fit the new structure. Generally, this means "conversion" rather than "career" courses. No conversion courses are planned for the Radar sub-branch, but they are needed for both Missilemen and Sonarmen. In the future there will be only career courses and "conversions" will be amalgamated with the standard course.

HIGH HOPES

The effect of the Ops Branch on advancement has been marked, although it must be emphasized that every roster to leading seamen is dry. The PO(M) roster has steadied at about two years, but the PO(S) and PO(R) are running at 15 months. Both these rosters should lengthen soon.



"Convert 'em to 'ops? But they never drink anything else!"

This shortage of leading seamen is partly a result of the Ops Branch concept and of the revision of the operational performance standards. The old style S441 and seamanship boards finish soon and the task book, provisional examination, and career course take over. Drafty has high hopes that this method of directed private study plus the courses will produce both the quantity and quality of leading seamen the Fleet needs. The main advantage of the new system is that there is a common standard for all men taking provisional examinations for leading seaman or petty officer.

One of the changes implicit in the new Branch is that side entries must now be at the AB level. Within the Ops Branch transfers to LREG and LA(PHOT), for example, may take place at leading hand level.

ALL INSTRUCTORS

The "clubswingers" are now in a separate branch with rules and rosters of their own. Entry is now open to all branches at the able rate level. Royal Yachtsmen retain their pre-Operations Branch terms, with both "Permanent Yachtsmen" and "Ocean Complement". A D.C.I. giving their rules will be issued shortly.

The Seamen EW is still rather undeveloped, but it should grow in the next few years.

Sentimentalists and those of a conservative nature mourn the death of the Specialist Qualification and are particularly sad about the loss of the Instructor rate, but in future every CPO and PO will be expected to instruct at some stage in his career, thus spreading the load. This should be considerably fairer than the old system.

The Operations Branch is here to stay with all its trappings of task books, provisional examinations, and career courses. It is the way into the Eighties.

SWEDEN'S SAILOR KING

King Carl XVI Gustaf of Sweden flew his British admiral's flag on board a Royal Navy warship for the first time when a squadron of five ships paid a week-long courtesy visit to Gothenburg. The King, who has been appointed an honorary admiral, was presented with his flag by Vice-Admiral Henry Leach, the Flag Officer First Flotilla, during a lunch on board the guided missile destroyer H.M.S. Norfolk.

To commemorate the event the King ordered that the mainbrace be spliced and the pipe "Up Spirits" was made — a rare occurrence on board R.N. ships since the abolition of the tot in 1970.

Also taking part in the visit were the frigates Scylla, Danae, and Londonderry and the minesweeper support ship H.M.S. Abdiel.

'FRIENDLY FOE'

While in Gothenburg the King unveiled a plaque on the city hall to commemorate

Admiral Sir James Saumarez, who was in command of the British Fleet in the Baltic and its approaches. In 1810, when Sweden was coerced by France into declaring war on Britain, his restrained actions earned him the description of Sweden's friendliest foe.

Admiral of the Fleet Earl Mountbatten of Burma, the brother of the late Queen Louise of Sweden, described Admiral Saumarez as a friend of Sweden and a keeper of the peace. The Royal Navy had honoured Admiral Saumarez

by naming a Second World War destroyer after him.

The ceremony, watched by several thousand people, opened with a flypast by eight fighters of the Royal Swedish Air Force.

During the visit many sailors visited Swedish homes and thousands of people from the Gothenburg area toured the British ships when they were open to the public. Among the engagements arranged for the R.N. sailors were visits to the Volvo car factory and the Hasselblad camera works.



Above: The King of Sweden, wearing the uniform of a British admiral, receives his flag from Vice-Admiral Henry Leach. The casket containing the flag is made of wood from H.M.S. Victory.

Left: H.M.S. Norfolk enters Gothenburg. This picture was taken by CPO(Phot) Russ Whalley from the new Gotalvbron suspension bridge.

'Harrier Carrier'

The outline design of a completely new type of warship — the "Harrier Carrier," a frigate-sized ship capable of acting as a base for eight Sea Harrier aircraft — was announced at the Royal Navy Equipment Exhibition which opened at the R.N. College, Greenwich, on September 15.

Working closely with the designers and test pilots of Hawker Siddeley Aviation, Vospers Thornycroft have designed a 6,000-ton ship with a flight deck running along its full length (450ft.) to allow the Sea Harrier to take off with its maximum load when heading into a light breeze.



FILMS FOR THE FLEET

Alfie goes into Europe!

Remember Alfie, first brought to the screen by Michael Caine? Alan Price has brought the character back to life (and what a life) in "Alfie Darling," one of the latest list of releases to the Fleet by the Royal Naval Film Corporation. Price's Alfie Elkins drives trucks from London to various points around Europe with a mate in every port, so to speak.

First there's Abby (Jill Townsend), who snubs him in a French transport cafe; then there's the cafe owner's wife, with whom he seeks consolation.

After an interlude with a girl in Rouen, it is home to an old girl-friend (Hannah Gordon), not to mention a neighbour (Annie Ross), an unexpected caller (Sheila White), and a dinner invitation (and that's not all) from Fay of Shepherd's Bush (Joan Collins).

As if this was not exhausting enough, Alfie's thoughts then return to Abby...

THE LIST

Here is the full list:
Freebie and the Bean — Alan Arkin, James Caan. Two plainclothes U.S. policemen find trouble their constant companion in this comedy as they strive to collect enough evidence to convict the wealthy boss of the San Francisco numbers racket. No. 323. Columbia-Warner.

California Split — George Segal, Elliot Gould. Story of a hectic two weeks spent by two dissimilar men with one thing in common — a compulsion for

gambling. No. 324. Columbia-Warner.

The Front Page — Jack Lemmon, Walter Matthau. Top newspaper reporter wants to quit rat race — editor wants partnership to continue. Result: funny story. No. 325. CIC.

The Spiral Staircase — Jacqueline Bisset, Christopher Plummer, Sam Wanamaker. A doctor treating a girl for shock-induced dumbness fears his patient is on the list of a murder of the afflicted. N. 326. Columbia-Warner.

Open Season — Peter Fonda, Cornelia Sharpe. Three middle-class male Americans pay their annual visit to their log cabin in the wilds for two weeks of hard drinking, hard living and hunting. No. 327. Columbia-Warner.

Alfie Darling — Alan Price, Jill Townsend, Paul Copley. When Alfie meets a girl who does not respond to his saucy chat he is so taken aback that he plans to marry her and settle down. Events, however, turn out differently. No. 328. EMI.

Dirty Mary, Crazy Larry — Peter Fonda, Susan George. A would-be racing driver and his mechanic friend escape with the proceeds of a supermarket

robbery only to find the pursuing police a little difficult to out-drive. No. 329. Fox-Rank.

Death Wish — Charles Bronson, Hope Lange. Thriller about a man who wages war on New York's muggers after his wife and daughter have been brutally attacked by three hoodlums. No. 330. CIC.

Tiger girl

Girl with the flower in her hair is the sultry Jeanine Sinical, who provides the beauty in her role as a foreign minister's girlfriend in "Paper Tiger." The film, starring David Niven, has been ordered for the Fleet by the Royal Naval Film Corporation.



... AND A CARRIER ALSO GETS THE BIRDS

HAPPY LANDINGS ON HERMES



"Bird" in the left-hand picture is Miss Lynne Smith (Miss Bristol, Miss Avon County, Miss Bournemouth, and Miss South West England) whose popularity was in no doubt when she revisited H.M.S. Hermes before the commando ship left Devonport for exercises in the Mediterranean. Making her welcome on the flight deck in this picture by John M. A. Farrow are Royals, Jacks and Clogs (Dutch Marines).
All of which goes to prove that the ship's company of



Hermes are used to handling a variety of birds (helicopters or otherwise) but the arrival of a great blue heron, pictured (right) by J. C. Holland standing quite unconcerned amid the activity of the flight deck, was something for which they had not quite bargained.

The feathered bird joined the Hermes 500 miles east of Puerto Rico and was timid at first — then a Royal Marines corporal, once a gamekeeper in civilian life,

picked it up and soon the heron was contentedly enjoying a diet of pilchards. After two days on the quarter deck, the colourful visitor was taken to the next convenient piece of land and left in a safe place.

The ship left for the Mediterranean after playing a major part in Devonport Navy Days, embarking 41 Commando for the exercises. After a number of port visits she is due to return to Devonport in late October before sailing for further exercises in more northern waters.



New frigate — and mum's the word?

It was presumably a case of "Your guard Ma'am — or may I say Mum?" when Lieut Bill Griffin, officer of the guard at H.M.S. Ambuscade's commissioning, presented the guard to the guest of honour.

For the principal guest was Lady Griffin, wife of Admiral Sir Anthony Griffin, Controller of the Navy — and their lieutenant son is serving in the new frigate. Lady Griffin launched the Ambuscade — third of the Royal Navy's Type 21 Amazon-class frigates — at Glasgow in 1973.

The commissioning ceremony was held in September at Devonport, where the ship will be based to carry out sea trials. Her sister ships already in service are H.M. ships Amazon and Antelope.

The 2,500-ton Amazon class was designed as a collaborative venture by Vosper Thornycroft and Yarrow (Shipbuilders) Ltd. and among those at the commissioning ceremony was Sir Eric Yarrow who is not only chairman and managing director of Yarrow, but also launched the previous Ambuscade in 1927.

This unusual occurrence came about because the V.I.P. lady who was to have performed the ceremony failed to arrive and a four-year-old in a sailor suit was co-opted to do the job.

At the commissioning of the new Ambuscade, Antonia Harris, daughter of the commanding officer (Cdr Anthony Harris) presented Lady Griffin with a bouquet. The cake was cut by the commanding officer's wife and the ship's youngest rating, JOEM John Lewis.

A painting of the ship and a pistol trophy were presented to Cdr Harris by Lady Griffin.

The frigate is the seventh ship of the Royal Navy to bear the name Ambuscade. The first was captured from the French in 1746; the last, a destroyer, was scrapped in 1947.

● In the picture Lady Griffin inspects the guard accompanied by Lieut Bill Griffin and the commanding officer.

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'Special K' in action

There's plenty of action for H.M.S. Kedleston during her first fishery protection patrol under the command of Lieut. Philip Morton.

Fishery protection was put aside for a day when the Kedleston acted as guard ship for the Daily Express powerboat race, but the "Special K" was soon back in business chasing a Russian trawler inside the six-mile limit. The trawler eventually stopped, after two warning shots had been fired across its bows, and the vessel was boarded and its skipper was reminded of the laws.

On the first day of her North sea patrol the Kedleston found herself among 24 herring trawlers off the North Yorkshire coast, where a ban on herring fishing had been imposed as a conservation measure. The fishermen had

apparently decided to break the ban to publicise their objection to it.

Twelve fishing boats were boarded by the crew of the Kedleston and the fishermen were subsequently fined a total of almost £7,000.

YOUNG MANAGERS

A team from H.M.S. Birmingham won the Midland Region final of the British Institute of Management's national competition for young managers. Lieut.-Cdr. David Fordham, CPO John Channon, and PO Richard McDermott will now take part in the national final in London on October 27.

APPOINTMENTS Promotions to rear-admiral

Rear-Admiral A. J. Monk is to be Rear-Admiral Engineering on the staff of Flag Officer Naval Air Command in January. Capt. W. T. Pillar is to be promoted rear-admiral on January 7 and to be Port Admiral Rosyth in succession to Rear-Admiral Monk that month.

Before taking up his present appointment last year, Rear-Admiral Monk was Naval Liaison Officer for Northern Ireland and Superintendent of the R.N. aircraft yard Belfast.

Capt. Pillar, who at present commands R.N. Engineering College Manadon, was previously an Assistant Director Engineering on the staff of the Director General Ships. His earlier appointments included Fleet Engineer Officer on the staff of C-in-C. South Atlantic and South America.

Commodore A. J. Cooke is to be promoted rear-admiral on January 7 and to be the Senior Naval Member of the Directing Staff, Royal College of Defence Studies, in the acting rank of rear-admiral in December, 1975.

His appointments have included command of H.M. ships Brighton and Galatea; captain of the dockyard and Queen's harbourmaster Singapore; and

Director Royal Naval Staff College. In 1973 he was appointed Commodore Clyde, Commodore Superintendent Clyde submarine base and commanding officer H.M.S. Neptune.

Other appointments recently announced include:

Capt. R. S. Falconer, As Director of Defence Policy (C. Division), January 9. To serve as commodore.

Capt. R. L. Garnons-Williams, Capt.-in-Charge Hong Kong and CHM Hong Kong, September 29 1975.

Capt. C. E. T. Baker, Cleopatra in command, September 22.

Cdr. J. R. Griffiths, Nubian March 1 and in command.

Cdr. M. J. M. Wilkin, Zulu May 4 and in command.

Cdr. G. G. Neilson, Penelope March 31 and in command.

Lieut. D. L. Ashton, Drake November 24 and for Aveley in command.

IN MEMORIAM

Admiral Sir John Frewen, who was the last Commander-in-Chief Portsmouth (1967-69) and the first Commander-in-Chief Naval Home Command (1969-70), died on August 30.

K. M. Burchell, OD (RNR), H.M.S. Thames, August 25.

J. J. Radcliffe, AB, H.M.S. Osprey, August 25.

J. T. Tolley, CK, H.M.S. Fearless, August 28.

A. M. Byrne, LWREN, H.M.S. Raleigh, August 29.

Mrs. Christine Tolley, of St Budeaux, Plymouth, wishes to thank everyone who helped her after the death of her husband, Jack, especially former neighbours in Marine Drive, Torpoint, and the ship's company of H.M.S. Fearless.

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FACTS AND FIGURES

- Displacement: 5,440 tons.
- Dimensions: 520ft. long, 54ft. beam, 20ft. draught.
- Armament: One Wessex anti-submarine helicopter with homing torpedoes; one twin Seaslug II medium-range ship-to-air aft; two quadruple Seacat anti-aircraft, either side abreast the hangar; one twin 4.5in. gun. Exocet medium-range surface-to-surface being fitted in place of the aft twin 4.5in.
- Main engines: Combined steam and gas turbines — two sets of geared steam turbines (30,000 shp); four gas turbines (30,000 shp), two shafts.
- Speed: 32.5 knots maximum.
- Complement: About 470.

NOW FIFE TAKES ON EXOCET



When H.M.S. Fife emerges from her current Portsmouth refit next year her looks will have undergone slight "plastic surgery."

Her 4.5in. "B" gun turret is being replaced by the Exocet surface-to-surface missile system to complete the modernization of Batch Two of the County class guided missile destroyers.

The Fife was the fifth County class destroyer to be built and the first to be fitted with the fully-automated weapon system ADAWS 1, whose main armament is the Seaslug II.

Never forgets

Built on the Clyde by Fairfield Ltd., and launched by the Duchess of Fife in July, 1964, the Fife is the first warship to bear the name of the Ancient Kingdom and present county just north of Edinburgh.

Although she is one of the more travelled ships in the Royal Navy, having visited virtually every corner of the world, she never forgets her

links with the place from which she took her name.

She has been granted permission to wear the county's crest as her own, though her motto, *Tam Ratione Quam Vi* — "More by reason than might" — reflects her position in the dawn of the application of automation to naval warfare.

No important function in the county has gone by without representatives of the ship being present.

It was to renew her links with the county of Fife that the ship visited Rosyth at the start of 1975, a year in which she has been much involved in patrolling oil rigs in the North Sea.

In February she sailed to the Mediterranean for Springex, with Flag Officer Second Flotilla

flying his flag, and on completion of the exercise visited Genoa.

Leave at Portsmouth was followed in May by a visit to Liverpool to take part in the Battle of Narvik celebration ceremonies.

During the Spring Bank Holiday period the ship was a popular attraction at Chatham Navy Days and in early June she visited Bordeaux for the British Day at the Trade Fair there.

Later that month a call was made at Sundsvall, in Sweden, where Midsummer's Day was celebrated.

On June 27 the Fife, commanded by Capt. D. M. Eckersley-Maslin, returned to Portsmouth for the refit, which is expected to last until March, 1976.

PHOTO POSTCARDS

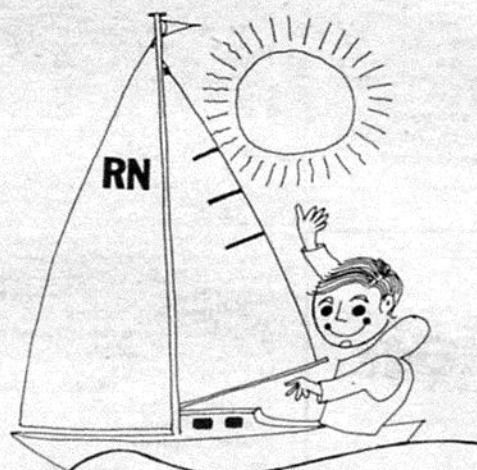
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Eagle (pre-mod.), Eagle (mod.), Eastbourne, Echo, Endurance, Engadine, Eskimo, Explorer, Excalibur, Exmouth, Falmouth, Fawn, Fearless, Fife (1967), Fife (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton (No. 1), Grafton (No. 2), Grenville, Gurkha, Hampshire (pre-mod.), Hampshire (mod.), Hardy, Hartland Point, Hecate, Hecla, Hermes (pre-mod.), Hermes (mod.), Hermione, Hong Kong Squadron patrol craft (Wolverton, Beachampton, Wasperton, Yarmton, Monkton), Hubberton, Hydra, Intrepid, Jaguar, Juno, Jupiter, Jutland.

Kent (1964), Kent (1975), Kenya, Layburn, Laender, Leopard (pre-mod.), Leopard (mod.), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (pre-mod.), Lynx (mod.), Manxman, Matapan, Mermala, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olwen (formerly Olynthus), Onslaught, Onyx, Oracle, Orpheus, Osiris, Palisier, Penelope, Phoebe, Protector, Plymouth, Porpoise, Puma, Rapid, Reclaim (pre-mod.), Reclaim (mod.), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Rhyl, Roebuck, Rorqual, Rotherham, Russell.

Salisbury (pre-mod.), Salisbury (mod.), Scarborough, Scorpion, Scylla, Sealion, Sheffield (cruiser), Sheffield (Type 42), Shouton, Siddesham, Sir Gerard, Sirius, Stromness, Swiftsure, Taciturn, Talent, Tartar, Tenacity, Tenby, Theseus, Tidesurge, Tiger (pre-mod.), Tiger (mod.), Token, Torquay, Triumph, Troubridge, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (pre-mod.), Walrus (mod.), Warrior, Warspite, Whitby, Wilton, Woolston, Yarmouth, Zest, and Zulu.



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To pay for the "privilege of parking their wagon in a private car park," H.M.S. Fife's diving team gave an impromptu diving display to holidaymakers on a private beach for Pontin's Holiday Camp near Weymouth.

At the request of the management, the team ventured into the swimming pool to give a variety of demonstrations from the ubiquitous and ever-popular "fast dress" to the Buffer (CPO Mike Nethercott) being given a wet dip.

Pontin's generously provided ample lunch and tea for the divers, who also included Lieut.-Cdr. Jonathan Haigh, Lieut. Colin Sharp, POPTI Dave Rive, LCK Tony Stuart, AB Joe Kennedy, and REM Steve Bowring.

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LETTERS TO THE EDITOR

MEMORIES OF BEIRA

Ah, pleasant memories of Jack's ability to amuse himself flood back to me on reading the article, "A Bucketful of History" (August issue). However, when I did the Beira Patrol in H.M.S. Whitby, in company with the Andromeda, our mail came courtesy of the R.A.F. in a dirty great Shackleton, and comment from the aircraft crews show the difference between the crews of old and new ships.

When we were on "rest" and received the mail drop the upper deck was crowded with men who waved and cheered as the "Shack-up" thundered in low to drop the canister, whereas on the upper deck of the air-conditioned Andromeda were the "duty bods" and a couple of others. The R.A.F. crews commented on this and reckoned that we were an extremely happy ship — which indeed we were.

I think the Whitby crew of that time will

remember for ever with gratitude those mail drops. I know I will never get the sight and sound of those days from my mind.

F. W. Howard (Ex-L/ck(O))
Caringbah, N.S.W.

Reference the article about the Beira Patrol, it is not quite right that there was no attempt to break the blockade. While I was serving as an RO aboard the Minerva in about 1967-68, a French tanker, the Antoir (the spelling may be incorrect), refused to stop and as we fired the starboard Oerlikon across her bows the French skipper said something to the effect that "if you hit me we'll both go up," and we failed to stop him going in.

C. Goff

Portchester (Hants).

'TELL US ABOUT THE TOT FUND'

Over the past few years there has been growing concern about the distribution of money from the Sailors' Fund (Tot Fund). Because of a lack of general information about which recognized bodies are entitled to receive money from the fund, it has become difficult for the rating in the Fleet to satisfy himself that the money is being distributed in accordance with the fund's original aims.

The Sailors' Fund Grants Committee should ensure that all information concerning the fund is readily available to the Fleet (perhaps through Navy News). This information should include an agenda for the forthcoming meeting, published well in advance, giving all relevant information and a description of who would benefit. A publication of the minutes of the meeting should also be made available.

I feel certain that this kind of information is needed and would help to dispel a lot of the dissatisfaction caused by the lack of information.

R. H. Manders-Twidale (CPO)

Gosport.

To get full information to the Fleet the Grants Committee invited the editor of Navy News to attend the meetings. He has done so and has always been given every facility.

Each meeting gets a page in the paper, the report detailing every penny spent and also giving a list of the unsuccessful applicants.

Discussion on general policy is always given coverage.

REGULAR Readers of the paper can scarcely complain that they are being kept in the dark and it is difficult to know what more can reasonably be done.

Rating representatives on the Grants Committee know what takes place and what is reported. They are in the key

position to assess performance. It is hoped that they will make known any criticism which they feel should be expressed.

There it was gone!

I was interested to read about the dismantling of the Curran shelter in the Cairngorms (September issue). It was erected in memory of Sgt. Curran, R.M., who served as exped. leader in H.M.S. Caledonia. Your story explains why one of the builders, OEMN1 Haslett, now of H.M.S. Norfolk, couldn't find the shelter when he visited the site recently!

I should be interested to know if the original visitor's book still survives.

OEMN1 R. Broniman
Gosport

Bruneval

With reference to the article on page 24 of the August issue. If I remember rightly the raid on Bruneval was carried out by airborne troops and not Commandos as stated.

I served in the H.M.S. Prinz Albert at the time and we landed the troops who covered the withdrawal of the airborne. I also have photos of the airborne troops aboard the Prinz Albert on their return to Spithead.

T. W. Patterson
(Ex-leading seaman)
Middlesbrough,
Cleveland.

Quite right. Parachute troops were used and they withdrew across a beach held by commando-trained soldiers to assault landing craft. The raid was completely successful and a shock to the Nazi leadership. — Editor.

Invincible: cruiser or carrier?

The configuration and role of the Invincible class became a chiefs' club bar topic after I passed around the July copy of Navy News.

ASSISTANCE TO AUTHORS

Mr. George Clark, ex-PO Writer, of 39, Highfield Road, Chislehurst, Kent, is preparing a book on the subject of naval slang and its past and present usage. He would be pleased to hear from anyone who can provide a selection of such words (with translations), particularly if they are accompanied by anecdotes which will help to convey the meaning.

Mr. J. Worth, "Amethyst," Lerryn, Lostwithiel, Cornwall PL22 0QF, is writing a history of the Ton-class minesweepers and would like to hear from anyone who has served in these ships and has memories of interesting occurrences. He would also be grateful for the loan of any task books, journals, or squadron magazines, or any information about the Persian Gulf Squadron and the origin of the squadron's insignias.

Mr. William Black, of 7, Annick Drive, Bearsden, Dunbartonshire, is compiling a detailed account of the sinking of the Japanese cruiser Haguro by the 26th Destroyer Flotilla on May 16, 1945. Also the associated events covering operations against the Andaman Islands. He is anxious to contact anyone who served in the 26th Destroyer Flotilla (particularly ex-OS Norman Travers Poole, D.S.M., of H.M.S. Venus) or in the East Indies Fleet.

The first and obvious reaction of course was, "THAT is a cruiser?" It was generally agreed that us Limeys never have been able to call a spade a spade and that these ships are obviously aircraft carriers. As no artist's impression to date has shown these ships wearing a pennant number, it will be interesting to see if they are given a "C" or "R" number.

One of my Canadian oppos came up with the most obvious anomaly. The Royal Navy has

When you're on the shelf...

The following remark was made by a lady visitor to the petty officers' mess of H.M.S. Fearless:

"Tell me," she exclaimed to her nephew on looking around the bunk space, "What do you keep on all those shelves?"

J. W. Elder (POMEM)
H.M.S. Fearless.

been in the aircraft carrier business for over 50 years. Every fixed-wing carrier afloat incorporates the R.N. innovations of angled decks, steam catapults, mirror landing lights, and most noticeably, the enclosed foc'sle, or what the Americans call "the hurricane bow."

CABLE QUERY

But why, in this the last quarter of the 20th Century, are we building aircraft carriers with an open cable deck?

With the exception of the Canadians, every Navy afloat seems to take a masochistic delight in dragging the cable all

the way up from the cable locker to the upper deck, running it across a wind-swept, rain-soaked, rust-encrusted and often iced-up foc'sle and then pouring it back down the hawse pipe into the 'oggin.

Why cannot we be sensible, like the Canadians, and have the cable deck below the upper deck, especially on an aircraft carrier? Is it just that our leaders design ships with open cable decks in the traditional belief that there is something romantic about waving flags around on a foc'sle?

J. Stupart (CPO,RN)
Norfolk, Va.
United States.

NAVY DAYS BOOST

As an ex-matelot, EM1, H.M.S. Ark Royal 1956-58, I would like to say that my confidence in the Royal Navy has been greatly enhanced by visiting

many warships during Portsmouth Navy Days.

Unfortunately, I have lost touch with the Service since demob, but there must be others like me who have been grossly misled by Press reports regarding the ability and stature of the Senior Service. I have seen with my own eyes that today's sailor is a highly-qualified technician, capable of surmounting any obstacles put in his way.

I have only one sad comment and that concerns the absence of

saluting "aft" on boarding ship. Doesn't it matter any more?

Robert Stephen
Beckenham (Kent).

Saluting on coming over the side of a ship is believed to have its origin in the times when a crucifix would be on the quarterdeck. The tradition is still observed in the Royal Navy (at any rate when the taxpayers don't take over the ships!). — Editor.

Corsair

As an avid reader of your paper I find that it brings back many memories and I would like very much to hear from any shipmate who sailed aboard the converted yacht H.M.S. Corsair — the largest at that time in the world.

She is now a rusting hulk off Acapulco, having run aground on a coral reef off the Mexican coast in 1953.

Roland Sisson

24, Stirling Road,
Bradley, Bilton,
Wolverhampton.

Enjoyable

We have just spent a holiday at The Naval Hotel in Weymouth and must say that we had a most enjoyable time. The staff, food, and hotel were 100 per cent.

I understand that the hotel is run by voluntary contributions and that there is a possibility of it being closed due to lack of funds. People who have been going year after year are very down in the dumps at the thought of losing it.

P. B. Foord

Hastings, Sussex.

Joining ages

Does the Navy believe in equal rights? If so, why can't a girl join the Navy as a trainee at 16 as boys can? Why do we have to wait until we are 17?

Does the Navy believe that boys are more sensible than girls, or perhaps more mature? In both cases they would probably be wrong.

Jane Crenlock

Falmouth.

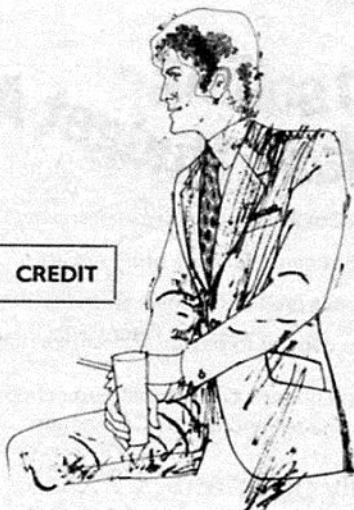
Having regard to the small size of the W.R.N.S., a "junior entry" would require more administration and facilities. At the present time requirements can be met from applicants aged 17 and over. — Editor.



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NINE MONTHS CREDIT



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Rickshaw wreckers!

After years of service in the streets of Hong Kong, an ancient rickshaw has ended its days at the hands of the Royal Navy. A team of sailors from H.M.S. Tamar took part in the Colony's first Rickshaw Derby, organized by Round Table in aid of charities, and the strain proved to be too much for the vehicle. During the 60-minute race around a 300-yard course in Victoria Park the R.N. rickshaw shed its mudguards and tyres and the remains were carried off by the exhausted crew!

Picture: PO(Phot) Len Cobbett



● Dido mishap

With reference to Mr. Johnson's letter in September. I served in H.M.S. Dido from January 1943 to November 1945. She was under repair in Malta in March 1944 because she was struck by a U.S. landing craft (personnel) while moving anchorage in Naples Bay. I am afraid my memory is somewhat hazy about the number of casualties we suffered, but I believe there were four ratings killed on the seamen's messdeck.

At the subsequent inquiry the American vessel was held to be entirely responsible for the accident.

Until the collision we had for some time been commuting between Naples and Anzio where we took our turn as anti-aircraft guard ship and also supported the Allied armies by bombarding targets beyond the beach-head. As a result of the collision, H.M.S. Penelope (popularly known as "The Pepperpot") took our place on the next run up the Italian coast and, on February 18, was torpedoed and sunk with heavy loss of life.

E. C. Tindale

Chesterfield,
Derbyshire.

My memory is fading a bit these days, but I recall that H.M.S. Dido was involved in a collision in the swept channel approach to Naples. The Dido was hit by an American landing craft which, I understand was carrying a large number of Americans returning from a trip to Capri. It hit us on the starboard side, about level with the forward ends of the bridge structure. The resulting hole was triangular, about 20ft on each side, ending just below the waterline.

I think we lost one man dead and about five others were injured. Temporary repairs were carried out in Naples and we returned to Malta for full repairs.

E. W. Furzer

Bathpool,
Taunton.

● CEO Chappell

The 28th Infantry Brigade Signal Squadron based in Singapore has presented a plaque to the Petty Officers' Mess of H.M.S. Mermaid. The inscription reads: In Memory of CEO(R) J. E. Chappell, R.N., who was killed by bandits in Malaya on June 25th, 1949. And in recognition of his services to Royal Naval Football in Singapore.

We believe CEO(R) to be Commissioned Electrical Officer (Radio). The Mess would be pleased to give this plaque to any relative of CEO(R) Chappell, or to anyone else associated with him.

D. R. Todd
(Mess president)

POs' Mess,
H.M.S. Mermaid,
B.F.P.O. Ships.

Pretty Pam Kirby, 17-year-old chairman of the youth committee of Medway Help the Aged organization, presents a special certificate to POPTI John Barnes for organizing sponsored swims which raised £100. With him for the handing-over of the certificate — the first to go to a member of the Services — were his PTI colleagues in H.M.S. Pembroke, who swam and helped in the money-raising efforts.

Picture: Les Warr.

CHARITY CHEQUE LIST . . .



In another Chatham charity effort, Wrens from H.M.S. Pembroke joined ratings from the establishment and from ships in the naval base in a £300 sponsored walk.

A cheque for £126.14, proceeds of a halfpenny collection on the Naafi counter of H.M.S. Hampshire during her five-and-a-half month deployment, was presented to the National Children's Home, Alverstoke.

As the youngest taking part, eight-year-old Cameron Crawford was sponsored by the ship's company of H.M.S. Salisbury when he joined 39 others in a 25-mile sponsored horseback ride from Hownam, near Kelso, Scotland. The ride raised £620, to be divided between King George's Fund for Sailors and the Society for Cancer Relief (Jedburgh Committee).

It was the third sponsored ride to be organized by the Women's Royal Naval Service. A total of £800 has been raised for K.G.F.S.

Lieut. J. Meaken, a member of a team from H.M.S. Vulcan who raised £90 in the Keswick to Barrow charity walk, ran all the way — completing the 42-mile course in 4hr. 37min. and finishing fifth out of 1,508 starters. Five other team members also completed the course, including Capt. F. Simm, the Captain Superintendent of H.M.S. Vulcan.

A programme of events organized by civilian and uniformed staff of the R.N. Hospital, Haslar, to raise money for a guide dog for the blind culminated in a fete held in the grounds on September 13. A 90-mile sponsored walk between Trafalgar Square and Haslar by two porters was completed during the fete.

When the patrol class submarine H.M.S. Olympus visited London a cheque for £225, raised during a two-month spell in the Mediterranean, was handed over to the Worshipful Company of Gold and Silver Wyre Drawers, who raise money for charity and with whom the submarine has a liaison.

A cheque for £221 was presented to the Fleet Air Arm Museum Appeal Fund as a result of a sponsored walk across the Yorkshire moors by six P.T. officers, a W.R.N.S. officer and a petty officer.

MORE LETTERS TO THE EDITOR

Bring back the messdeck

Most senior rates who have seen some time are accused of living in the past, probably not a bad thing in some respects. I for one can't help thinking that in one area of change the Service is losing far more than it sought to gain. I refer to junior rates' living conditions. Long have I held the opinion that doing away with the communal life on the messdeck for the dubious comforts of four or six to a cabin is a step in the wrong direction.

No longer is there a team spirit, a pride in the mess and no longer

a sense of belonging to a unit. Young men with not much idea of what it's all about are left to their own devices because the Leading Hand of the block is stowed away in a separate cabin. There are no "badgemen" — men of experience — who can show them the ropes and give advice.

Listen outside to the cacophony of 20 or 30 assorted radios, tapes, record players, and televisions. Can this be good to live with?

Men are grouped with those they work with so there is little contact with other departments. It's not surprising, therefore, that they are lost when they join a ship.

I say stop this headlong and expensive rush to provide isolation and bring back the time-proven messdeck. The R.A.F. tried the cabin . . . need I say more?

D. Brown (CPO)

H.M.S. Osprey,
Portland

● Same LSP

While not wishing to stir a hornet's nest again, could you obtain answers to the following:

- Is Length of Service Pay greater for Wrens than it is for their male counterparts?
- Do Wrens still get free laundry and sheets even in these days of equal pay?

T. M. Capron.

Gosport, Hants.

LSP used to be bigger when the W.R.N.S. had no committal bonus. Now is the same. The question of free laundry is "under discussion." — Editor.

● Commissioning

Until I read the August issue of Navy News I thought that the only things dedicated (apart from churches) were supermarkets and major public works. When did the Royal Navy drop the word commissioning and replace it with this somewhat soulless NATO term?

James D. Ferguson (Ex-L/Wtr)
Aberdeen.

The Navy has not dropped the traditional term. When a ship emerges from refit (not having paid off) the service is a rededication, because no commissioning warrant is read. If a ship paid off and went into long refit, then on rejoining the Fleet there would be a recommissioning service. — Editor.

● Double kill

The mention of the destroyer H.M.S. Antelope having earned fame by sinking two U-boats in one day in 1941 is not borne out by the facts. It is true that the Antelope had two successes, but these were in 1940: U41 on February 5 and U31 on November 2.

The destroyer to which the distinction belongs was H.M.S. Walker, which sank U100 and U99 on March 17, 1941, in the North Atlantic, accounting for two of the leading U-boat commanders, Kretschmer and Schepke. U99 was a solo kill and U100 was shared with H.M.S. Vanoc.

In September, 1939, H.M. ships Walker and Vanquisher collided head-on at night, at high speed. The bows of both were flattened as far back as the bridge, with heavy loss of life. I understand that the ships were repaired at Devonport, but I can find no mention of the mishap in any reference books. Both destroyers survived the war and the Vanquisher sank U878 on April 10, 1945. Can any of your readers supply any details?

R. Lumley.

East Boldon,
Type and Wear.

R.O.

H.M.S. Blake

UNIFORM VIEWS

Although some well-intentioned sage on recent Navy News front page declares that Jack will still appear in that queer gear we all held dear, Old sweats will gnash their gums, I guess, At certain changes in the dress. It seems the modern tar escapes The separate lanyard, silk and tapes; The skin-tight jumper now is lined And made of worsted more refined; I'm glad to see they're not aborting Those baggy trousers, self-supporting, I modelled back in '33 — Though now they're "flared below the knee" And "vertically creased" they say (Unlike the "concertina" way) . . . It must be 40 years or more Since first I proudly stepped ashore Resplendent in that Pusser's serge On which discerning girls converge, And though I frequently complained In language blunt and unrestrained About the drawbacks of the dress — It's still a rollicking success.

Plymouth Bernard Campion

I am thoroughly disgusted at the news that the "square rig" is being modernized. The uniform has stood Jack in good stead for more than 100 years and has seen the passing from sail to steam and to nuclear propulsion. So why update it now?

Our uniform is excellent in its present form and we, after all, are the people who have to wear it ashore.

Disgusted

H.M.S. Rame Head.

Having just read the September Navy News, I feel I must express my intense dislike of the Navy's new attempt to make us look ridiculous. The "new look" uniform appears of no practical use and to me — and to others I have spoken to — it seems a stupid and expensive way of gaining nothing.

Plastered all over the ship are cost-conscious posters. What happens to MOD's copies? One last thought. Change for the sake of change is always for the worse.

R.O.

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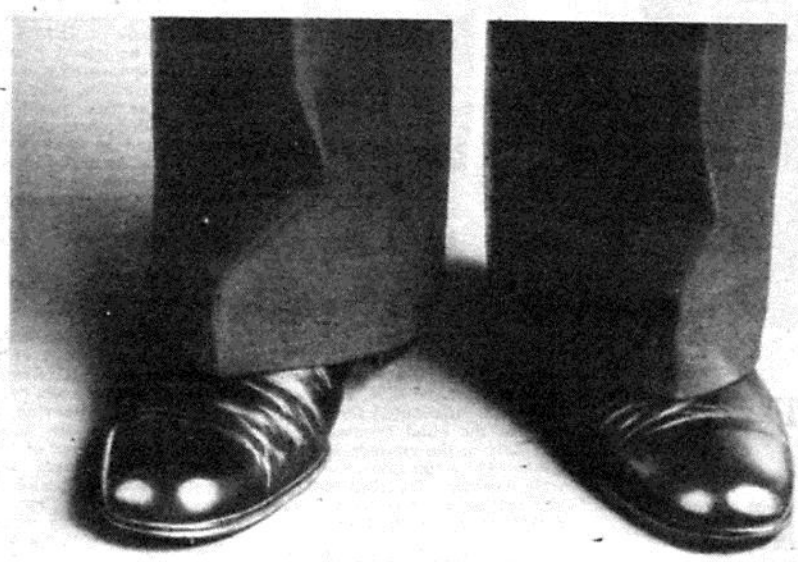
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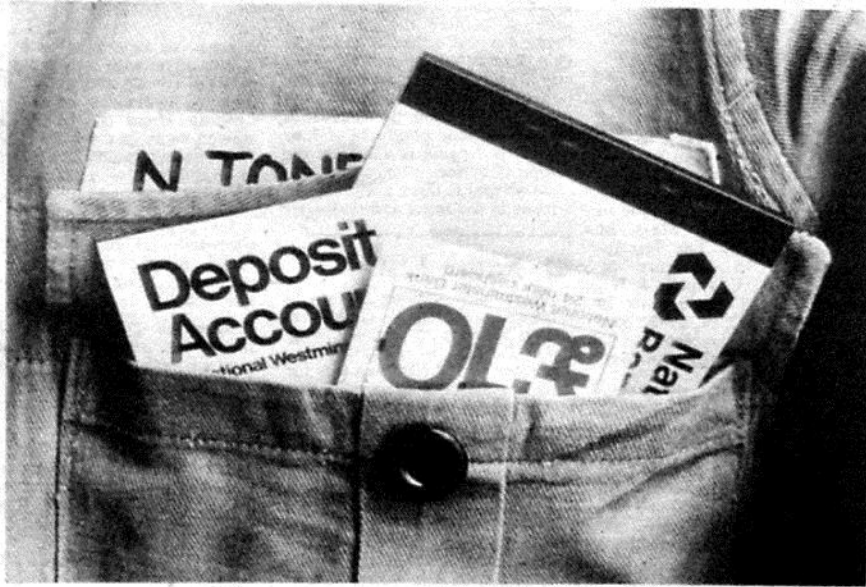
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JACK WAS BISTRO PIN-UP AND NO BULL



Part of the spectacular firework display over the Adour river as viewed from H.M.S. Hecla.

Photos: LA (Phot) Ted Tierney

Street dancing to musical groups ranging from folk singers to "Ruritanian" brass bands featured in the five-day visit of H.M.S. Hecla to the "Fetes de Bayonne" in France.

The young people of the town proved very friendly and Heclas and Bayonnais mingled freely in the dancing — soon it was difficult to see whether it was a Hecla sailor or a Bayonnais friend under the cap or in the white front.

A highlight was the daily "course de vaches" in which cows — looking to English eyes like angry and agile bulls — were released into the town squares to be "run" by the young men and for rosettes to be plucked from between their horns.

On the first day some of the Heclas bravely joined the throng in the square. Most managed to keep trees or lamp posts between them and the animal. One anonymous matelot retired discreetly to a small bistro but quickly found that discretion is not always enough, as a cow entered the establishment and pinned him to the bar.

At chateau

The 1st Marine Infantry Parachute regiment entertained ship's officers at their mess in the Chateau Vieux, an old castle in the centre of the town which in its time has been occupied by Richard Coeur de Lion and the Black Prince. A Hecla badge was presented to the regiment by the ship's commanding officer (Cdr. R. O. Morris).

Guides from the regiment led an expedition team from the ship hill-walking in the Pyrenees, while another team took part in the sailing regatta, winning a cup for the international 420 class against teams from France and Germany.

The fetes ended with a procession of illuminated floats, a display of firework bulls and a communal fandango danced by thousands in the main squares.



Showing an attractive visitor round H.M.S. Hecla during the visit to Bayonne is AB Peter Tregarthen.

ACHILLES 'GUARDED' BIG RACE

H.M.S. Achilles became involved in several "mercy missions" while acting as guardship for the Fastnet ocean race.

After observing the magnificent sight of 280 yachts beating against a Force 4/5 wind on their way down the Solent to the open sea, the frigate remained with the leaders and maintained a vigil over the international fleet.

The ship arranged for a helicopter from R.N. air station Culdrose to deliver urgently-required drugs to a sick patient in one of the yachts.

Later she received a signal that the mother of a yacht crew member was dangerously ill. The task of searching a large area and pin-pointing the yacht was not easy but eventually the craft was found off Bishop Rock. The ship's Gemini was lowered and within a few minutes the crew member was on his way ashore in the ship's Wasp helicopter.

UP THE SEINE

In September, the Achilles visited Rouen in company with H.M. submarine Oracle, the vessels encountering thick fog for most of the 70-mile journey up the Seine.

A sports programme was arranged and there were coach trips to Paris.

On board the Achilles for the Rouen visit were members of her affiliated Sea Cadet unit, T.S. Echo, Llanelli.

In memory of Will ...

Each year the spa town of Ito in Southern Japan commemorates the achievements of William Adams, a 17th Century Englishman from Gillingham, Kent.

A British warship visit is sometimes a highlight of the festival and this year the townspeople were the more delighted to welcome a frigate whose U.K. base is next to the home of Will Adams himself — H.M.S. Mermaid.

As the pilot of a Dutch ship, Will Adams went ashore in Japan in 1600 and became the first Englishman to link the two countries. He lived in Ito between 1605 and 1610 and there built the first ocean-going European-style vessels to be used in Japan.

He also gave valuable assistance in gunnery, mathematics, geography and Western world affairs.

None are more proficient in the

art of festival than the Japanese and the Mermaid was kept busy in meeting the varied social and ceremonial events. Included in the festivities was a musical contest at which a ship's "choir" sang songs — to gain three encores — and a Geisha boat race in which 30 men negotiated a

rowing course, each with a Geisha passenger.

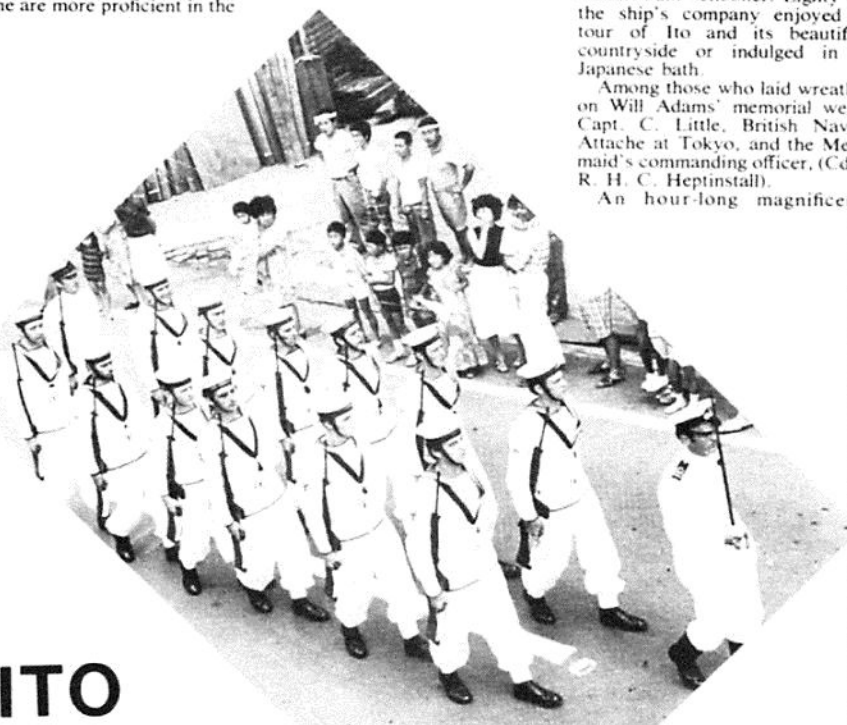
The ship provided a guard and colour party at the wreath-laying ceremony and took part in the town parade.

Singapore-based soldiers, on board for a month's sea-time, assisted by manning the Will Adams float — a replica of the Adams-built schooner. Eighty of the ship's company enjoyed a tour of Ito and its beautiful countryside or indulged in a Japanese bath.

Among those who laid wreaths on Will Adams' memorial were Capt. C. Little, British Naval Attaché at Tokyo, and the Mermaid's commanding officer, (Cdr. R. H. C. Heptinstall).

An hour-long magnificent

fireworks display ended Ito's 29th Will Adams Festival and for the Mermaid the visit was a resounding success. Ahead lay Nagoya and Hong Kong before returning to Singapore and preparations to leave her South China Sea home.



ITO GUARD

A guard from H.M.S. Mermaid marches through Ito's streets during the Will Adams Festival.

Photo: PO Wtr K. Harris

TONY FARRELL

ex-Chief Radio Electrician, Big Game Hunter, Great Lover and Raconteur (Foreign Countries explored at cheap rates during non-licensing hours) assisted by his wife, PATRICIA, invite all their friends old and new to visit them during licensing hours at

"THE HARLEQUIN"

Public House

Portsdown Park, Cosham

(opposite Queen Alexandra Hospital, Southwick Hill Road)

Good Food, Good Beer, and a jolly good welcome to JOLLY JACK

17 ARUNDEL STREET PORTSMOUTH
(NEAR MECGA BALLROOM)

TWO PAGES ...

Letters from home make a welcome sight — and the Rock is no exception. Here the BFPO 52 team in Gibraltar are seen with a few of the 200 bags of mail which had just been flown in by the R.A.F. for all three Services there — including, of course, the ships. Helping the Army unload and sort the mail are the Gibraltar Fleet Mail Office staff — RPO Paul Young (right) and L. Reg Robert Jaques.

Photo: Russ Whalley

Who'll help a playgroup?

A playgroup for children aged between two and five has been formed by a group of mothers in the North Prospect area of Plymouth to meet what is felt to be a real need there.

"As with any new venture there are a lot of things we have to provide in the way of toys, and to do this we need financial backing and support which we hope we can get from members of one of H.M. ships," writes Mrs. A. L. Allan (committee secretary), of 54, Dingle Road, Beacon Park, Plymouth.

So there's the question. Would any ship like to adopt the playgroup?

Navy News

No. 256 22nd year

Editorial and business office: H.M.S. Nelson, Portsmouth.

Telephones: Portsmouth 22351, ext. 24194 (editorial) and ext. 24226 (business). GPO line: Portsmouth 26040.

Editor: Bill Wilkinson. Deputy editor: John Tucker. Assistant editors: Derek Smart and Chris Horrocks.

Business manager: Lieut.-Cdr. Len Truscott, MBE, RN (ret.).

Annual subscription: £1.60 or £4.50 for three years.



Many find wives' clubs of help

Wives' clubs can be surprisingly unknown, even in areas of extensive Service interest, and Navy News has been asked to join in the effort to publicise their activities.

If the question is asked, "Why have a wives' club?", the answer

is that there is an opportunity to get together, have a break from the children for an hour, see demonstrations, hear talks which widen their knowledge, and often take part in wider community movements to help others.

Meetings are usually in an afternoon, starting about 2 p.m.

and finishing in time to get the children out of school. The meetings are definitely not "dress up," with no relevance whatever to husbands' ranks.

So how do you find out where these meetings are held?

It is easy at Portsmouth, where the Naval Wives' Information Service — Tel. Portsmouth 20025 (GPO line) — has full particulars "at the ready."

In other naval areas, details are usually available through leaflets, but anyone who finds herself at a loss could try a phone call to the Family Welfare.

Wives' clubs may not be for everybody, but those who do belong seem to find that membership is helpful and stimulating. Some of the clubs are fired with great enthusiasm, having successfully battled to get headquarters for use as social centres.

Why not go along?

Holiday insurance is a sensible precaution which presents no problems to civilians, but which still eludes naval families.

The subject had an airing in Navy News earlier this year, and seemed to be ending on a happy note when a Portsmouth travel agency wrote to say that they had no trouble in getting the necessary cover.

Alas, it was not quite so easy.

Mrs. Gloria Harrison, of Plymouth, is going to Gibraltar in October for a reunion holiday, during a visit to the Rock by her husband's ship.

On contacting the travel agency they "regretted they had now been informed by the insurance company that in most cases it is not possible to arrange cover."

The agency later told Navy News that until earlier this year they had successfully covered sea-going personnel, "but all subsequent applications were refused and we wrote to all concerned to explain the situation."

"We would like to offer, once again, our apologies to these later applicants for the inconvenience caused," added the agency.

The position is that it can happen — but very rarely — that a ship's programme is changed. In such a situation reunion holidays would have to be cancelled, with individuals standing to lose substantial money.

At present, no one seems willing to take on reunion holiday insurance, but discussions are still taking place with another firm of insurance brokers, to see if the difficulties can be resolved.

WHERE ARE THEY NOW

Mrs. Valerie Crawford, 81, Riddrie Knowes, Riddrie, Glasgow, G23 2QF, would like to contact Mrs. Jean McKenzie (both formerly of Rowner).

The world's largest selling gin.



Ex-Wren who defies illness to aid others

When Johnny has ripped one of his new shoes, the car faces major surgery, and you have a horrible feeling that the next draft will be domestically disastrous, the world seems suddenly a dreary place.

It is just the right moment to remember an ex-Wren who is now the founder editor of a magazine, and whose life story can halt the average moan before it reaches the lips.

The lady does not care for publicity, but when stricken by illness she fought back, although dependent upon a

machine for every breath she draws.

"Ann Armstrong," as she wishes to be known, with the help of wonderful machines, manages to edit "Responant," the journal for "gadget-aided people." For her work and example she has the award of the M.B.E.

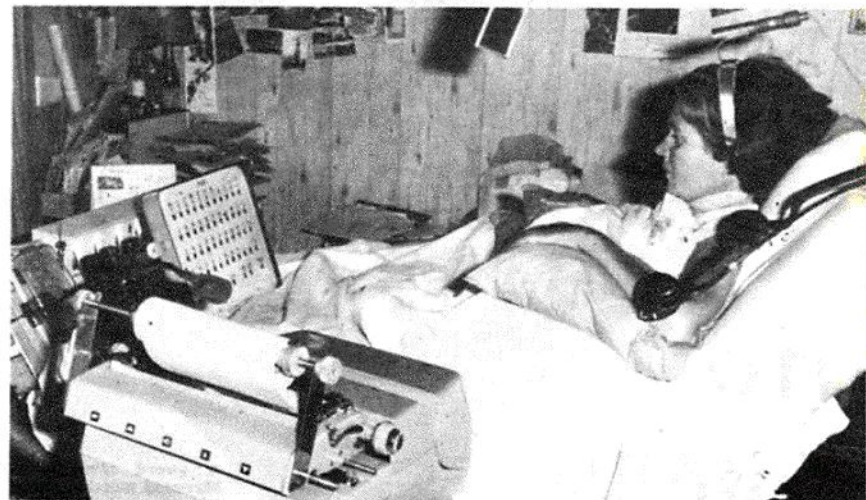
She has a husband and two teenage sons.

"People who have no immediate knowledge of our situation," she writes, "might feel that our life is so sad that

they can hardly bear to think about it. In fact we live a normal, happy life as far as possible."

The couple met when both were serving at AFHQ, Caserta, Italy, during the war.

"If any of the old Caserta crew would care to organise a reunion, we should be very pleased to hear about it," she says.



● A former Wren who is now one of the band of "gadget-aided people," needs a machine for every breath she draws, and yet manages to edit a magazine. Here she is in her bed, surrounded by the machines which not only make her life possible, but useful and rewarding as well.

... FOR FAMILIES

FATHERS AND SONS

Passing on a few tips to 12-year-old son Peter as H.M.S. Fearless heads "home" for Devonport from Portsmouth is Lieut Dick Barton. Seventy-five sons of members of the ship's company joined the Fearless for the passage to Plymouth — and refit — after the assault ship had steamed more than 44,000 miles and visited 28 countries. The boys were particularly interested in the guns, and gunnery officer Lieut. Barton was kept busy — including the explanations to his son, Peter, who goes to Holbrook School.

Grandfather, father, and son — all of whom have sailed in frigates named H.M.S. Gurkha. Grandfather, Lieut-Cdr H. Morton Lee, of Chichester, was an ordinary seaman in the wartime Gurkha, which was sunk by torpedoes in the Mediterranean in 1942. Son Timothy is commanding officer of the present Tribal-class frigate, while his nine-year-old son Peter is at school at Chichester. All three got together on the bridge of today's Gurkha for the trip between Portsmouth and Rosyth, the ship's home port, at the end of her West Indies deployment.



Weddings on board — if it's 'special'

"Can I wed on board?" was the question posed by one of last month's headlines, based on a query raised by a hopeful young lady engaged to a sailor. The reply she had been given was that H.M. ships are not registered for the solemnisation of marriage, even if the commanding officer agreed.

It was an answer which quickly prompted Cdr. J. C. Turnbull, R.N. Rtd., of Great Broughton (North Yorks) to write saying he thought it WAS possible. And he instanced a case from the last war when a marriage took place in the ship's chapel of H.M.S. Illustrious while she was in dry dock at Birkenhead.

Inquiries made by Navy News indicate that marriages in H.M. ships are legally possible, although none of the experts consulted recall it happening in recent years.

Ships on the high seas are definitely "out," the old stories about sea captains performing marriage ceremonies in romantic settings being apparently a product of Hollywood fiction (at least, as far as British ships are concerned).

But ships in harbour fall into a different category, and it is possible under the authority of the Archbishop of Canterbury for a ship to be specifically licensed for a couple's wedding, we are told.

Considerable formalities are required before a special licence can be issued (costing £25) and the ceremony has to be conducted according to Church of England rites and in a place recognised as a chapel.

All this assumes that the commanding officer is prepared to give his blessing, too.

Anyone requiring further details should consult the Registrar to the Archbishop of Canterbury, Faculty Office, 1, The Sanctuary, Westminster, S.W.1.

SINGAPORE MARRIAGES

Because of the closure of Service churches in Singapore, all personnel who were married there are strongly advised to obtain duplicate copies of marriage certificates before October 30, 1975.

They should write to The Chaplain, Office of Resident Naval Officer, Singapore, BFPO 5.

This information is given in DC1 (Gen) T131, which also details the procedure to follow if application is made after October 30.

Ship-shore link by Radio Victory?

Radio Victory, the Portsmouth commercial station due to go on the air this month, is hoping to provide a link between sailors at sea and wives who wait at home.

A ship-to-shore link is one of the ideas being discussed as part of a regular Saturday afternoon programme for the Navy and naval wives, girl friends, families, and relatives.

Presenters Dave Christian — himself ex-Navv (he trained as an apprentice artificer at H.M.S. Fisgard) — and Glenn Richards aim to involve as many facets of naval life as possible in a musical, humorous and informative programme called "Double Top."

Record dedications will play an important part, and although the station will broadcast to Portsmouth and surrounding area only, there may also be a link-up with other naval commands with the use of tape-recorded messages between families and friends.

However, the programme's output will be much broader, getting involved with all on-shore leisure activities from organized sport and field gun runs to charity soccer — "anything that needs cheering on."

Professed aim of the station is to get people to talk to each other, rather than talking AT listeners, and great emphasis is being placed on getting listeners to contribute ideas and suggestions.

Those ideas — and the Navy will not be slow in coming forward — can be communicated to the team running Radio Victory by telephoning

New hostess announcer on B.B.C. Radio Medway's Forces programme "Home Base" is Leading Wren Nicki Britten, serving in the Education centre of H.M.S. Pembroke. Her task is to link news reports and features concerning the activities of the three Services in all parts of the world, during the popular fortnightly series.

Portsmouth 27799. The station will be broadcasting on 257 metres medium wave and 95 VHF (stereo). "Double Top" will go out between 2 p.m. and 5 p.m. on Saturdays.

Nicki on the air



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acknowledged**

Dunhill International. Created by our blenders from tobaccos of exceptional quality to be the world's finest cigarette.

dunhill

The most distinguished tobacco house in the world

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

WELLS CATHEDRAL SCHOOL WELLS, SOMERSET

Entrance and Scholarship Tests for September 1976 will be held on 28th February, 1976, for those aged 7 to 14 years. Minimum age for scholarship is 10.6.

Boys and girls spend the day at the School. There are academic tests, interviews with staff and opportunities to show evidence of any outstanding skill.

Separate arrangements are made for those overseas.

The School is a co-educational boarding school with day places. There are 275 boarders and 330 day pupils between 7 and 18, with a Sixth Form of 100. There are more boarders than day pupils in the Senior School.

Auditions for the Specialist Cello and Violin Schemes and for a School Music Scholarship will take place over this weekend.

Write for further details to the Head Master.

REMINDER TO NAVAL ARTISTS

In March 1975 the Director of Public Relations (Navy) and the Director of Naval Recruiting issued an open invitation for naval artists to submit works of art for consideration. Any items which can be used in publicity material will, after negotiation, be bought outright or awarded copyright fees. The offer stands till 31st December, 1975. Serving naval personnel, members of the RNR, RMR, or WRNR, or those who have retired within the last five years can submit work.

WHAT SUBJECT MATTER IS LIKELY TO BE ACCEPTED?

Any picture which gives the feel and flavour of naval life.

WHICH MEDIA ARE MOST SUITABLE FOR REPRODUCTION?

Oils, watercolours, acrylics, pastel or crayon works are perfectly acceptable. Charcoal drawings, bold pencil drawings or pen and ink work will be considered.

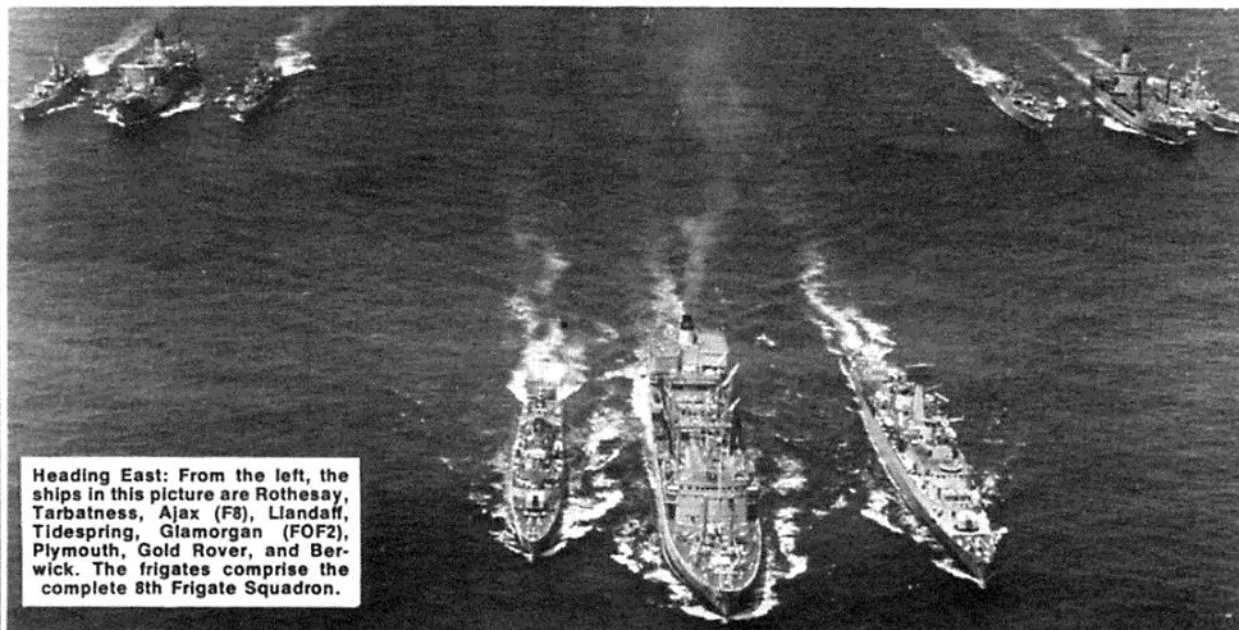
SIZE AND SHAPE OF PICTURES OR DRAWINGS

Any picture smaller than 10in. x 14in., or larger than 18in. x 24in. could present difficulties to designers and printers. Originals are required for submission. Artists should arrange their own insurance.

TO WHOM SHOULD ARTWORK BE SENT?

Stuart Reed
Head of PR7
MINISTRY OF DEFENCE (Navy)
Room 5 Archway Block South
Old Admiralty Building
Whitehall, S.W.1
Tel. 01-218 3025 or 3701

R.N. GROUP DEPLOYMENT



Heading East: From the left, the ships in this picture are Rothesay, Tarbatness, Ajax (F8), Llandaff, Tidespring, Glamorgan (FOF2), Plymouth, Gold Rover, and Berwick. The frigates comprise the complete 8th Frigate Squadron.

TO SINGAPORE, VIA

The first transit of the Suez Canal by R.N. warships since 1967 (with the exception of the M.C.M. vessels involved in clearance operations) has, without doubt, been the most significant and interesting event of the Group Three Deployment, according to a report from the guided missile destroyer H.M.S. GLAMORGAN.

"The operation of the Canal is back to normal, but the devastation of the canal-side towns, the defences, and the alert war readiness of the Egyptian Army brought home to all the reality of the Middle East crisis."

In the Indian Ocean, ships of the group — led by the Glamorgan, with the Flag Officer

Second Flotilla (Rear-Admiral J. Fieldhouse) on board — conducted exercises with Australian and American ships. Within the group, ships also conducted surface and anti-aircraft shoots against targets carried in R.F.A. Tarbatness, as well as numerous less spectacular — but none the less important —

tactical evolutions and trials.

Having visited Gibraltar, Malta, Port Said, Port Sudan and Djibouti, the Group split up for visits to Bombay and Madras, before meeting south-east of Sri Lanka and proceeding together to Singapore, exercising with Malaysian and Australian forces on the way.

'WELKUM'

This is how the other ships reported their progress to Navy News —

As H.M.S. AJAX steamed into Port Said an Egyptian soldier sent

the semaphore message "Welkum" from one of the gun towers. All the way down the Canal H.M. ships Ajax, Rothesay, and Plymouth were greeted by lorries tooting their horns and by people waving — even the soldiers in their emplacements on the west bank.

Once out of the Canal we all formed up for the transit past the minefields and a quiet time doing some steady steaming. On Sunday the Ajax challenged the Rothesay to an It's a Knock-out contest, Red Sea style.

The town of Djibouti doesn't

FOR A HOME OF YOUR OWN SEE

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THREE KEYS TO ONE DOOR

But only one of them is the right key to the door of your future home. These keys represent the three ways to buy a house. Each way has good points and each has bad. Net costs can vary by £1,000's, but it could be the one costing the most is the best for you. Confusing? Then let our representative call and advise you on your own personal house purchase plan and find the secret to the three keys.

These clients found the right key to their homes as did many others after receiving our personal house purchase advisory service. We cover all service establishments in the South of England.

MEMBERS OF ASSOCIATION OF INSURANCE BROKERS

I would like a personal visit to discuss without obligation house purchase plans

Immediate house purchase

Future house purchase

NAME..... Age..... Rank/Rating.....

Address.....

..... Tel. No.....

To: Ivor Jones, AAIB, Highland House, Ivybridge, Devon. Tel. Ivybridge 2911 or 3175



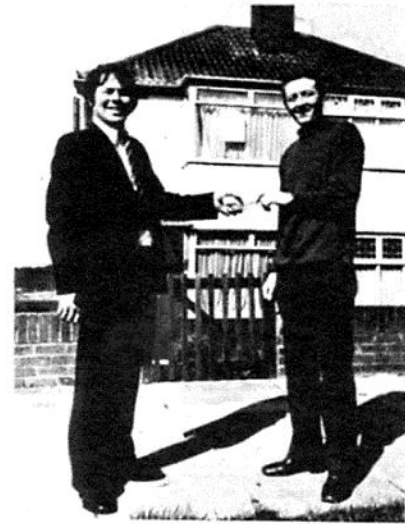
CPO Roger Smith and wife Ann met our representative Kath Heywood in February 1974. Had been told it was not possible to buy own home for two years. Personal house purchase plan for immediate purchase recommended. Result, June 1974 moved into own semi in Yeovil.

It is due to a visit from Ivor Jones that we are now house owners. He gave us the confidence to take that first step and has helped us in every way possible since, in the way of arranging our mortgage and advising us on the best sort of insurance coverage for us personally.

Both he and his colleagues have given us really personal service, travelling many miles to do so, and we feel we can turn to them for advice, any time, on any matter concerning the house.

Ann Smith

L.M.A. Chuck Hodgson met our representative Bob Mills in June 1973 and a personal house purchase plan was suggested for future purchase. Result May 1975 Chuck moved into own home in Plymouth.



A PROGRESS REPORT

A rare sight: A British warship (H.M.S. Llandaff) passing through the Suez Canal.



SUEZ

really have much to offer, but the French Navy worked hard to make us feel welcome. A banyan tree took some people to Maskali Island and transport was provided for another beach party. Exchange lunch parties were arranged between the Ajax and the host French ship, D'Estrees. The British ships sailed from Djibouti in company with D'Estrees and Le Borda's and three Super Sabres of the French Air Force carried out low-level passes on the group and strikes on the Rothsays's splash target.

MEMORABLE DAY

H.M.S. PLYMOUTH was the first British warship, apart from the minesweepers, to enter the Suez Canal since its closure. We were followed by H.M. ships Ajax and Rothsays and the R.F.A.s Tarbatness and Tidespring. Behind these came all the merchant ships.

Certainly the best way to cross a desert is by canal and throughout the day most of the ship's company was on the upper deck to witness this memorable event.

The Suez Canal itself has changed very little, although there is evidence of extensive work on both its sides. Evidence of the war was seen in abundance, with tanks and vehicles scattered across the desert. Port Suez also bore the scars of war.

From the Canal we passed into the Gulf of Suez and through an Egyptian minefield. The Plymouth came through

unscathed and headed for the Red Sea on passage to Port Sudan.

The ship's company of H.M.S. Rothsays spent the early part of their first night at Port Said fighting off the bumboat men (who seem to have recovered from the eight-year closure of the Canal) and in choosing the Gully Gully Man to entertain them with magic during their passage.

HOT WORK

The high spot for a lucky few in H.M.S. LLANDAFF was a guided tour of the pyramids while the ship was in Port Said. The Egyptians were most helpful and friendly and the 12-hour transit of the Canal was carried out smoothly and efficiently.

Temperatures in the Red Sea had to be experienced to be believed. At one time the air temperature reached 105 degrees F and did not fall below 90, even at night. Engine room and galley temperatures exceeded 130 degrees.

On entering the Gulf of Aden the temperatures dropped to a more normal level, much to the relief of all, but within 24 hours the full force of the monsoon caught the ship and a long period of rough weather followed.

While crossing the Indian Ocean, H.M.S. BERWICK held an It's a Knock-out competition, organized by PT1 Stan Mellor. The winners were the Gunners' Mess and the prize for the best "Joker" went to the WE Mess, known as the Green Machine.

It has become a tradition in the Berwick for the commanding officer to present cakes to members of the ship's company celebrating their birthdays at sea. In keeping with this tradition, Cdr. Peter Hames presented cakes to Seaman Budgie Bird and Seaman Nipper Skene, before the ship's arrival at Madras.

Rescue citation



Rear-Admiral John Fieldhouse (Flag Officer Second Flotilla) hands to Lieut.-Cdr. Tim Jones, first lieutenant of H.M.S. Berwick, a citation from the Commander, British Forces Germany. It was presented to Lieut.-Cdr. Jones for saving the life of a soldier — a non-swimmer — who fell into a river while taking a photograph. The incident happened in Berlin, during a liaison visit by a group of officers and ratings from the Berwick. Lieut.-Cdr. Jones dived fully clothed into the river and, after a struggle with the man, brought him to safety.

AIRFIX NEW MODELS FILE

In the Western Desert battles of 1941-43 the Germans came near to victory due to the tactical skill of their commander, Field Marshal Erwin Rommel. Rommel frequently directed operations from just behind the front line, his armoured radio command car becoming a familiar sight to the German troops.

'Greif' (Strike), as he named the vehicle, was a standard Sdkfz. 250/3 semi-tracked reconnaissance car.

The Sdkfz.250 series of armoured vehicles was designed and built by the firm of Demag. The 250's carried a crew of six and a main armament of two heavy machine guns. With the 250/3 version, accommodation was reduced to four to make room for the radio equipment.

No less than 14 different models of the basic 250 were produced including supply and cable laying vehicles, anti-tank and self-propelled guns and observation cars. The engine had seven forward and three reverse gears giving it a respectable

cross-country speed of 37 mph.

The Airfix 'Greif' reproduces a multitude of accessories and fine detail flexible tracks.

For up-to-date news and details of Airfix models get the Airfix magazine, price 25p.

Also available are a set of detailed Airfix Books. These give all the background information to such models as the HMS Victory, Cutty Sark, Mayflower, Spitfire, Messerschmitt Bf 109, P-51 Mustang and Hawker Hurricane.



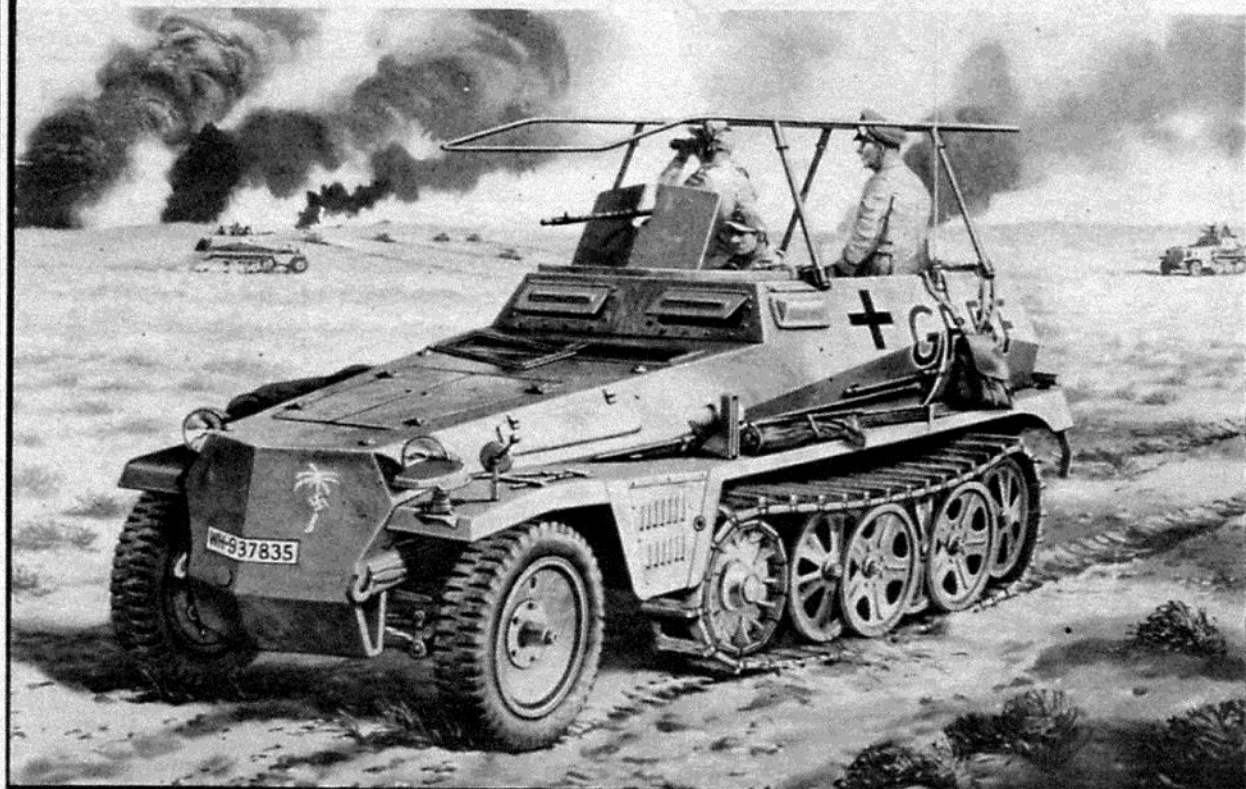
**Rommel's Half-Track
32nd Scale Series 6.**

**New to the world's biggest range
of construction kits.**

Technical Details

Date of origin:	1939
Make/Model:	Demag Sdkfz 250/3
Engine:	6 cylinder 4.17 lit. Maybach
Top Speed:	37 mph (cross-country)
Fuel capacity:	31 gallons.
Range:	186 miles
Armament:	Two heavy machine guns.

OUR HALF-TRACK IS ROMMEL'S GREIF.



Grin and wear it . . .



"Well go away and get it 'ungroovy', man!"

A special skill badge is being introduced for wear by ratings qualified as aircraft controllers.

The design represents a symbolic flying shape superimposed on a helicopter rotor; concentric circles being added to signify control and tracking, and lightning flashes to indicate the electronic means of this control.

The same badge design will be worn by helicopter controllers (HC), surveillance controllers (SVC), and fighter controllers (FC).

DCI (RN) T 468

GET WISE ON DCIs

Soft touch for the sea sailors

Aim of this regular feature is to give a general impression of new Defence Council instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

The Americans never did think much of the Royal Navy's brand of toilet paper, and now (apparently) the anti-polluters share the same opinion.

On one occasion recently, visiting Americans as a parting gift to their R.N. hosts left a consignment of soft and gentle tissues. Now the Service has had to face the dire implications of "The Control of Pollution Act 1974 Part II and similar anti-pollution regulations now applicable throughout the world."

To enable H.M. ships and R.F.A. vessels to comply, approval has been given to the issue of the soluble type toilet paper as standard for all seagoing ships.

The final rub comes at the bottom of the official announcement:

"Paper Toilet in Rolls vocab 11391 must continue to be demanded by and supplied to shore establishments."

Barrack stanchions must be made to suffer somehow!

DCI (RN) T 491



New form

A joint service form F/INS/601 has been introduced for use by all Service personnel claiming partial refunds of extra premiums for insurance against Service risks. The R.N. S1043 is now obsolete.

DCI (General) T 141

Title change

The title of the Royal Naval Pilotless Target Aircraft Squadron has been changed to Fleet Target Group (FTG).

DCI (RN) T 481

Mine of info. from jobs forms

"What do you really do?" is a query better understood than "occupational analysis," but whatever the term used, the Service

now has a computer positively buzzing with masses of new information.

During November and December, 1974, questionnaires were issued by the Naval Manpower Utilisation Unit to 11,000 ratings of the Marine, Weapons Electrical, and Air Engineering branches to collect data on job content and on opinions on Service conditions and job satisfaction.

The data has been collated using the comprehensive occupational data analysis programme (CODAP), and quantified information is now available at two to three weeks notice.

Examination of the data has shown that questionnaires were completed with great care and attention to detail.

The information gathered will

provide a sound and valuable basis for manpower and maintenance planning, as well as for training and material design.

The official statement explains that there are a number of CODAP computing routines available for special purposes. Those of wider value are —

a. Job description. A list of both technical and non-technical tasks carried out by selected groups of ratings (e.g. OEMs with more than three months in the billet serving in survey ships) tabulating the percentage of the group involved in each task and also the time involvement.

b. Group summaries. A tabulation of job description of up to 14 selected groups of ratings.

c. Group difference. A detailed comparison of the task involvement of two groups of ratings (e.g. LMEM and MEM with AMC, or FCAA and CAA).

d. Variable summaries. The tabulation of responses to each question on usage of tools and techniques. Service conditions, or job satisfaction.

DCI (RN) T 485

NEXT TIME YOU SIT DOWN TO FISH FINGERS



spare a thought for the twins

They lost their mother. And their father, a trawler-man, must spend most of his life at sea.

Without the care of KGFS, the children might well have run wild, might have gone hungry, might have come to look upon just one fish finger as the ultimate in luxury.

KGFS isn't just a single charity, looking after a single type of sailor. It supports homes for children and for the aged or infirm, and helps finance a whole group of charities that look after all seafarers in every way that's needed. Seafarers and their families who don't fare so well, because they're

injured, widowed, out of a job, mentally sick or dead.

This isn't just another plea from just another charity. We look after the people who protect us all and the people who provide us with an important part of our staple diet. Surely that's a worthwhile cause if ever there was one.

Next time you sit down to fish, whether it's with chips or sauteed in butter, spare a thought for the twins and the many children like them.

Then spare something more.

KGFS

King George's Fund for Sailors
1 Chesham St., London SW1X 8NF

THE FUND FOR CHARITIES THAT SUPPORT SEAFARERS IN NEED AND THEIR FAMILIES



Own badge



The recently-introduced Iberet badge for junior ratings is not to be worn by artificers.

Instead, to distinguish them from other junior ratings when working garments are worn, artificers 3rd class and artificer apprentices are to wear the red "class III" cap badges on their berets.

DCI (RN) S 128

How the Seamen advance

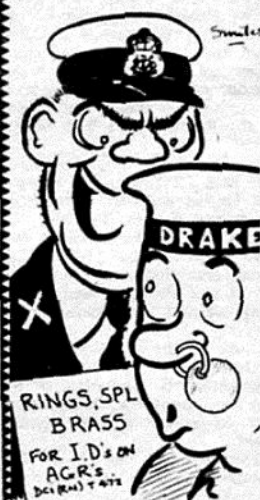
There is an official reminder that the previous Seaman Branch method of qualifying for advancement to the acting leading rate and acting petty officer rate (i.e. S441 certificates and Fleet Examination Boards) will be completely replaced by the task book and provisional examination system on January 1, 1976.

To avoid a situation whereby ratings start the S441 procedure, yet have not time to take the Fleet Board, it has been decided that no rating shall start this procedure after August 31, 1975.

In cases where a man has started the S441 procedure before August 31, and has not through no fault of his own been able to take the Fleet Board by this date, passes on the S441 may be treated as completing the relevant task on seamanship task books 2 and 3.

DCI (RN) T 482

Ring time



"On your respirator, you idiot!"

"Rings, split, brass" have been found to be a better way of fastening identity discs to the S6 respirator. The binding wire at present used is liable to lacerate the rubber of the facepiece.

DCI (RN) T 472

TOT FUND PAID OUT £150,000 LAST YEAR

Information on the Sailors' Fund seems to be in short supply (at least that is the opinion of a contributor to the Letters page of this issue).

This then is an appropriate time to quote the official object of the fund —

"The fund exists principally to provide recreational and social amenities for naval ratings and Royal Marines other ranks where they are most needed and where these cannot be provided from other sources, i.e. from public funds, the Nuffield Trust, and other non-public funds."

During 1974, nearly £150,000 was paid out in grants, and of this, a third (£50,108) went straight into ships' welfare funds — a handsome income to "improve the quality of life afloat."

A similar explanation is given of the activities of the Fleet Amenities Fund and the Fleet Recreational Fund, with general instructions applicable to all three funds, and full details on how applications are made.

DCI (RN) T 483

MORE DCIs

At Cambridge

The offer to ratings of a month at Cambridge has nothing to do with acquiring a cap and gown, but those who accept will be giving vital help in studies for new equipment.

While "The Applied Psychology Unit" may sound a little fearsome, the only hardship involved in tests is a reduced amount of sleep, as well as levels of noise and temperature comparable with situations in the Service.

Additional time off is allowed for loss of sleep, with an extra day's leave for each week of the tests. There is an allowance of 35p per day.

Other equipment design tests take place under normal conditions, and in the absence of volunteers, ratings may be detailed.

DCI (RN) T 465

Osprey 'digs'

Because of accommodation limitations in H.M.S. Osprey, about 80 officers and 450 ratings are in lodgings ashore. The situation is likely to persist for at least five years until rebuilding is completed.

For the majority of officers and ratings on courses, arrangements are made with hotels and guest houses, principally in Weymouth.

Emergency accommodation is usually available at Osprey for ratings arriving late in the evening, pending other arrangements being made in retained approved lodgings.

DCI (RN) T 462

Wreath badge



"Our father..."

Honorary Chaplains to the Queen are to wear on No. 1 and No. 4 dresses a bronzed badge consisting of the royal cypher and crown within an oval wreath.

DCI (RN) T 489

Malta cars

Regulations are set out governing the importation of cars into Malta, and their subsequent export or disposal, by members of the Services.

DCI (Gen) S 96

Top band's music on the march



Making music as they march along is the H.M.S. Daedalus Volunteer Band, winners of the Bambara Trophy for the best Fleet Air Arm band and the Commander-in-Chief's Trophy for the Navy's best all-round volunteer band. The annual band competition was held in H.M.S. Collingwood, and the Daedalus band was led by Colour Sergeant S. Richardson. Band officer is Lieut Brian Hall.

Actors please

At least one former member of the Royal Navy can sometimes be seen as an actor on television, and others with a leaning that way may be interested in the annual four-day non-residential course, arranged in conjunction with the British Theatre Association.

It is open to personnel of the Royal Navy, Royal Marines, W.R.N.S., and Q.A.R.N.N.S. and deals both with the acting and production aspects.

The programme includes a visit back stage to a London theatre, as well as attendance at a current London production.

DCI (RN) T 463

Safety belts

From surveys in the U.K. it is estimated that at least 60 per cent. of all injuries on the road could have been prevented by the use of safety belts.

Where safety belts are fitted in Service vehicles, all ranks are to wear them at all times when travelling as drivers or passengers, at home or overseas.

The official advice is also worth a thought for private cars as well.

DCI (General) S 104

Squadron role is

'aired'

NAVY NEWS IN BRIEF

During a Radio One roadshow tour of West Scotland, disc jockey Dave Lee Travis received a flying visit at Ayr from an aircraft of 819 Naval Air Squadron, Prestwick.

The aircraft's observer, Lieut Tony Bull, was winched down to the radio caravan, and presented the DJ with a kipper on behalf of the squadron before being interviewed on squadron tasks, particularly in the search and rescue role.

H.M.S. Andromeda was guardship for the 130th Dartmouth regatta and joined townspeople and visitors in a programme of sailing, rowing, tug-of-war, road racing and

tennis. Nearly 3,000 people toured the ship.

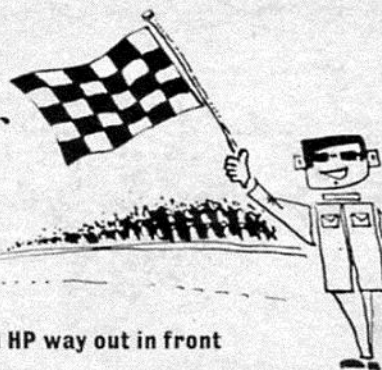
Four young people who won prizes in a Hong Kong Police essay competition visited the Admiralty experimental diving unit in H.M.S. Vernon to watch the drill for rescues from ditched aircraft and also to see modern diving equipment.

A Royal Navy bomb disposal team recovered a rocket warhead containing 45lb of high explosive from St Peter Port harbour, Guernsey, and destroyed it on a remote headland. The warhead is thought to have been lying in the harbour since 1943, when the R.A.F. attacked German ships there.

H.M.S. Vulcan's involvement in Thurso Gala Week included Scabster Night, during which a Gannet of 849 Squadron flew over the harbour. There was also an "It's a knock-out" contest, a pram race, and a float in the procession.

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IT'S WHAT MEN GO TO SEA FOR.

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It took more than tradition to lift this idea off the drawing board

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But today, you can't rely solely on tradition.

To get a revolutionary concept such as the new V/STOL Sea Harrier (which is equipped with radar and guided missiles to seek out and destroy both air and seaborne aggressors) off the drawing board, you need more than an unpredictable blend of fine sentiments and the thrill of the unexpected. You've got to have enthusiastic teams of aeronautical experts, who incorporate the highest degree of professionalism in modern design and manufacture—with a very dependable Hawker Siddeley future.

A future strongly based on experimentation and orders. At the moment, we have many orders: from the

Royal Navy for the V/STOL Sea Harrier, and from the R.A.F. for the splendid Hawk, and we are working directly with the USA for a still further advanced Harrier. With orders like these, it's not surprising we need to enlarge our Design Team in the following areas:—

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**Full-Scale
Layout Draughtsmen**

Repair Draughtsmen

Structural Engineers

**Reliability Engineers
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**Mechanical
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**Electrical
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Avionic Engineers

Weights Engineers

Spares

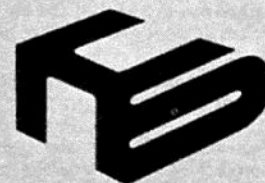
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'OUTSIDERS' HELP RESIDENT EXPERTS ON Team aid for managers

NEW SYSTEMS

The tea lady in the corridors of power may not nowadays be regarded as the ultimate in "Management Services," but her vital contribution is readily seen as obvious and effective.

Ah! But supposing the feminine purveyor of tea and buns never has the right proportion of eat and drink, or her trolley hasn't enough shelves, or she has no change . . . then Big Brother, the real Management Services, can bound on the scene like a modern genie of the lamp, uttering strange phrases.

Network analysis . . . motivation . . . efficiency . . . objectives . . . these are the abracadabra which can induce sleep quicker than hypnosis, but the ordinary mortal simply MUST burrow through these obstructions to get to the promised land beyond.

It is all to do with a thousand "tea boat" situations, and the techniques evolved over the years in "managing" better.

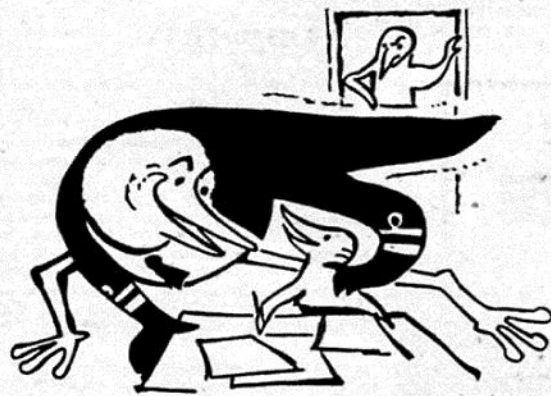
As contemporary life hurtles along with ever-increasing momentum, and the "goods" are demanded in half the time at half the cost, there is growing pressure on the modern manager to use more advanced methods to increase efficiency and effectiveness.

Now we are starting on those words again. But be patient, dear reader, it is for your good.

**DO YOU RECOGNISE THESE BIRDS?
SYSTEMATIC MANAGEMENT
WILL HELP FLUSH THEM OUT OF
YOUR ORGANISATION.**



DUCK-BILLED DOUBLE-TALKER — the bird who never really makes clear what authority he means to delegate.



BLACK AND WHITE ORGANISATION CREEPER — the bird who delegates authority to a subordinate, and then creeps around him to lower-level subordinates and therefore nullifies the delegation.

A PRACTITIONER'S PRAYER

(With apologies to Rudyard Kipling)

If when, and what, and how, and who
And where and why, give us a clue
If we can help someone, somewhere
Thus saving him from dark despair,
If lending ears to every woe
Can indicate the way to go
If techniques learnt and used as taught

Can make somebody's life less fraught
Then, hopefully, the wares we sell
Are helping you to manage well
And when our final time draws nigh
On that great stopwatch in the sky
If then our gains outweigh our cost
Oh Lord our cause will not be lost!

The Navy's salt-resistant version of this is "Systematic Management," with computer aid looming on the horizon of Fleet Management Services.

Cracking a whip over the scene is the state of the economy, but everybody knows by now that individually and collectively we are getting cruelly hard up.

That is why the Navy, like any other organization, has to do its stuff with less money and fewer men.

Consultancy service

Fleet Management Services is the Fleet's outfit for helping to identify possible economies through what is virtually a consultancy service for naval management at all levels.

Usually a department realises only too well that there must be a better system for them, but trying to run the existing method while devising a new one is expecting too much.

Fleet Management Services are available to study, recommend and (if acceptable) both to install a new system and advise on its maintenance.

Can the outsider do better than the resident experts? Funnily enough, yes! "The observer sees more of the game."

In any case, of course, FMS practitioners are drawn from all branches of the Navy, and there is usually at least one of a team with experience of the study subject.

Systematic Management is now a familiar phrase in the Service, and works on the simple principle that "unless a man knows where he is going he is unlikely to get there."

So, while recognising the paramount importance of good leadership, the Admiralty Board have declared a policy of introducing a co-ordinated management system in ships and establishments.

The aim is to keep the Navy effective (getting the job done) as well as efficient (at the least cost).

An immediate benefit is that any imposed cuts can be made with as little detrimental effect as possible, rather than arbitrarily across the board.

Even as this article was being penned, the Directorate of Fleet Management was itself undergoing change, being superseded by the Directorate of Naval Management and Organisation, but this in no way affects the teams in the field.

The Director of Naval Management and Organisation will have two distinct roles — providing management advice to the naval members of the Admiralty Board, and providing commands with the resources to run their own management consultancies.

Readers of this article may find themselves fired with the enthusiasm to call in the FMS — or join them.

This is what the Vice-Chief of the Naval Staff, Vice-Admiral Sir John Treacher, had to say —

"Whatever the way ahead, I am convinced that the Navy needs a thriving management services organisation, manned by intelligent and alert people with an eye to the larger canvas."

"I am confident that, more and more, service in management services will be seen as a stepping stone to anyone aspiring to top naval posts."



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NEWSVIEW

Is 'Tot Fund' justice seen to be done?

Navy News is as much baffled as niggled by yet another complaint of a lack of information about the Sailors' Fund, and the suggestion "that it has become difficult for the rating in the Fleet to satisfy himself that the money is being distributed in accordance with the fund's original aims."

It is always difficult to assess whether a criticism represents the views of one person, or whether the opinion is widespread, but it is certainly true that representations have been made to Navy News on more than one occasion.

The puzzle is that ratings are involved in the "Tot Fund" procedure at all stages. Schemes are put forward at local level, fully discussed, and then forwarded to the Grants Committee where priority markings are made known.

OPEN VOTING

The committee members (ratings in majority) have masses of paper giving full details of each application, and go through a complicated open voting procedure aimed at producing the fairest result.

Attending as an observer and recorder is the editor of Navy News, and he gives a whole page — to explain where every penny has gone, and to keep the Fleet informed on general policy discussions.

So what more could be done?

It is true that while the Fleet is told of grants for swimming baths, discos, community centres, recreational gear, and the like, few schemes (successful or otherwise) are explained in any greater detail.

To give each proposal in full, as well as discussion on the reasons for acceptance or rejection, would require a publication of book size, which could do nothing to shed greater light on the methods and policy of the Grants Committee.

Could it be, perhaps, that some in the Fleet fear they are being kept in the dark because Tot Fund reports only appear twice a year? But the meetings are only held twice a year.

Since nothing has happened which has not been reported, is there any decision about which the Fleet feels uneasy? It is difficult to know what can be expected to follow from vague generalisations about "lack of information."

Although this leader should have spelled out the situation concerning the Tot Fund, the suspicion lingers that there IS something which has not been brought into the open.

If that be so, let's give it a dusting now. Or leave it be.

A bachelor complains about what he sees as the . . .

MARRIED MAN'S NAVY

One of the hardest of hardy annuals in the Royal Navy is the grievance among bachelors about "married privilege" and Navy News has received yet another letter on this subject, from a rating stationed in Malta.

The whole basis of his letter is that "when pay was restructured in the Seventies, it was said that it would bring the Royal Navy into line with their civilian counterparts by having the same pay for married and single men."

"Present-day policies," added the letter, "seem to have made that statement die a hurried death."

According to discussions which Navy News has had, the statement could not die — because it never lived. You have to read the small print. The Prices and Incomes Board recommendations which ushered in the Military Salary said that "What is needed is a new pay structure which will remunerate married and single men equally for similar work."

Then the report went on to enlarge upon this theme and made the following explanation — "The introduction of the Military Salary would

produce a fundamental change in the relative financial positions of single and married Servicemen. We would stress, however, that it would not result in any reduction in the net earnings of married men. On the other hand it is necessary to consider whether the change in the relative financial positions of single and married men might not have a disincentive effect on the re-engagement of married men.

'Sacrifice'

"It could, for example, be argued that a married man in the Service makes a greater contribution by way of sacrifice than a single man and that this merits the extra reward which they now (1969) receive."

"To some extent we accept this argument and it should be borne in mind that the special disadvantages suffered by married men in the Services are already recognized, and in our view

should continue to be recognized, by specific compensatory allowances (e.g. separation allowance, disturbance allowance, education allowance and higher rates of local overseas allowance).

"We do not consider that all of these allowances in their present form are adequate, regardless of whether a Military Salary is introduced or not, and we later recommend a number of improvements. In principle, however, we are satisfied that a Military Salary would not place the married man in a worse financial position relative to the single man than he would in civilian life."

All who take the trouble to read the above words will appreciate that the emphasis was wholly on safeguarding the finances and goodwill of the married man and not in bumping up the income of the bachelor.

Whether the conclusions of the Prices and Incomes Board were justified is a matter which could be argued, but their views were those of an independent body and the views became Government policy.

It is not "the Navy" in particular to which kicks should be directed. Pay rules are tri-service and, therefore, Ministry of Defence policy. From that policy, most other things stem.

Sympathy

For instance, a bachelor gets four basic free travel warrants a year, while a married man gets an additional eight separation warrants. "I suppose," said the letter from the Navy News reader, "that this means a single man has no family and therefore does not need separation warrants."

While one can have sympathy with the bachelor, a married man usually has dependants, as well as the wife, and children should have their father's presence around, as much as a maritime service will allow. That would certainly appear to be the official view, but discussion then leads inevitably to the common law wife. What about her and the children? Shouldn't they be recognized?

While society today accepts the "stable cohabitation" without raising an eyebrow, and it may perhaps be possible for such couples to get a council house, official policy (and by no means only the Services) is still firmly based on the conventional marriage.

How do you define the common law wife and how could the relationship be ascertained, in many cases, without undue intrusion into privacy? It is a difficult area, and while by no means ignored in thoughts on changes of heart, there are no signs at all that there is even a start on the beginning of an alteration to rules.

Same rate

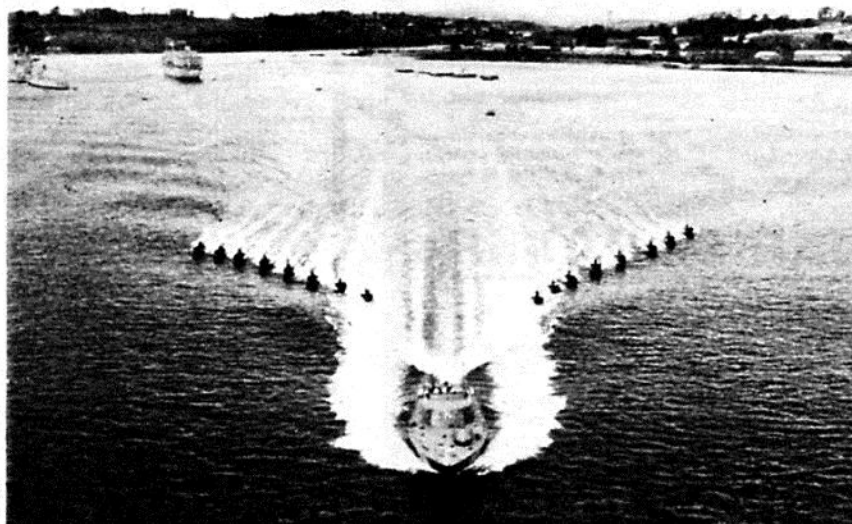
A last point in the reader's letter referred to disparity in unaccompanied local overseas allowance, but Navy News is informed that in more and more places the unaccompanied rate is becoming the same for single and married men.

To sum up, therefore, the "married man's Navy" criticism is not without foundation, but the reasoning has been very carefully — and independently — laid down within the framework of the Military Salary.

Follow my leader . . .

Like a mother duck leading her family across a mill pond, the fast training boat H.M.S. Sabre leads a formation of Royal Marine rigid raiders through Plymouth Harbour during an exciting Navy Days display. Plymouth's three-day total of 80,007 visitors was a post-war record.

Picture: John Farrow

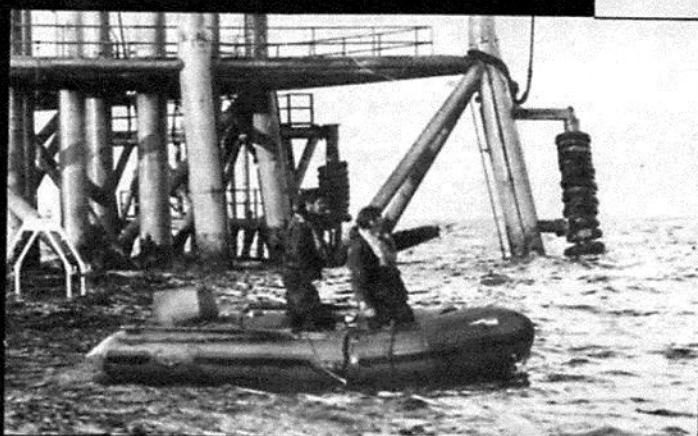


JURA SHOWS THE FLAG



H.M.S. Jura's White Ensign flies protectively over the new Mobil A platform on the Beryl Oil Field as a flotilla of tugs holds it in position during its installation on the sea-bed.

BOMB CALL TASK FOR THE REWARD



As briefly reported in Navy News last month, H.M.S. Reward — pictured below — demonstrated the importance of her new role as an offshore patrol ship when she provided a headquarters and support for five R.N. divers who carried out a search of three gas production platforms in the North Sea.

The Reward was on the scene only two hours after a call for assistance was received,

following anonymous bomb warnings to the police, newspapers, and oil companies.

Led by Lieut.-Cdr. Christopher Beresford-Green, the members of the Scotland and Northern Ireland Explosive Ordnance Disposal Team were flown in a Sea King helicopter of 819 Squadron from their base at Rosyth to platform Arpett Alpha. After

checking this platform the experts — two of whom are pictured above — moved to Hewett Alpha and then to Arpett Bravo. The bomb calls turned out to be a hoax.

The operation was controlled from the Maritime Headquarters at Rosyth by the Flag Officer Scotland and Northern Ireland, Vice-Admiral Sir Anthony Troup.

H.M.S. Jura, the Royal Navy's first offshore patrol vessel, is now a familiar sight to oil rig crews in the North Sea, having completed four patrols which have taken her from the gas fields in the southern North Sea to the Magnus Field, north-east of the Shetlands. Her activities have ranged from platform protection exercises to oil slick dispersal and recovery of fishing hazards.

The ship's role is to learn the business of oil field patrol and to provide a naval presence on the fields. When the gigantic concrete platform for Mobil's Beryl Field was placed in position the Jura was on hand, adding a British element to what was otherwise a Norwegian and Dutch spectacular. When a Danish fishing vessel laid its lines inside the forbidden safety zone around one of the gas production platforms the Jura was on hand again, to collect evidence and caution the offender.

The learning and liaison continues in harbour too. The Jura has visited Aberdeen, Scotland's premier oil rig supply port, and was in Montrose for the opening of its new Sea Oil support base. She has also been to Sandnes in Norway, just up the fjord from the Stavanger yard where the vast concrete production platforms are built.

On loan from the Department of Agriculture and Fisheries for Scotland, the Jura is a member of the Fishery Protection Squadron. Her fishery work continues offshore, under the flag of the North Eastern Atlantic Fisheries Commission. Trawlers of the 17 signatory states — including Russia — may be boarded for inspection.

COMFORTABLE

The object is to check that meshes are not too small and that young fish are not being caught. In this way it is hoped that fish stocks will be maintained and that fish and chips will be on the menu for many years to come. The ship has carried out inspections from the Suffolk coast to the Faeroe Islands on British, French, Polish, Norwegian, Danish, and Belgian trawlers.

As the Jura belongs to a civil department of the Government her accommodation is fitted out to the highest Merchant Navy standards. Most junior ratings occupy single cabins that would make the average lieutenant-commander jealous. The ship's company recreation space has bulkhead-to-bulkhead carpeting, bought with mess members' subscriptions. The galley is as large as a frigate's and can cope with everything from sea bream to a three-course lunch for the Minister of State for Defence.

"With her excellent sea-keeping qualities and special equipment the Jura is making a significant contribution to the protection of Britain's offshore assets. The lessons learned now will get the new class offshore patrol vessels off to a good start in 1977," says the Jura's commanding officer, Lieut.-Cdr. T. F. N. Donald.

Below: V.I.P.s on board the Jura. Air Chief Marshal Sir Denis Smallwood (left), AOC-in-C. Strike Command, and Admiral Sir Terence Lewin (right), C-in-C. Fleet, pose for a picture with the commanding officer of H.M.S. Jura (Lieut.-Cdr. Frank Donald) after arriving by Wasp helicopter from H.M.S. Tartar, during a platform protection exercise in the North Sea.



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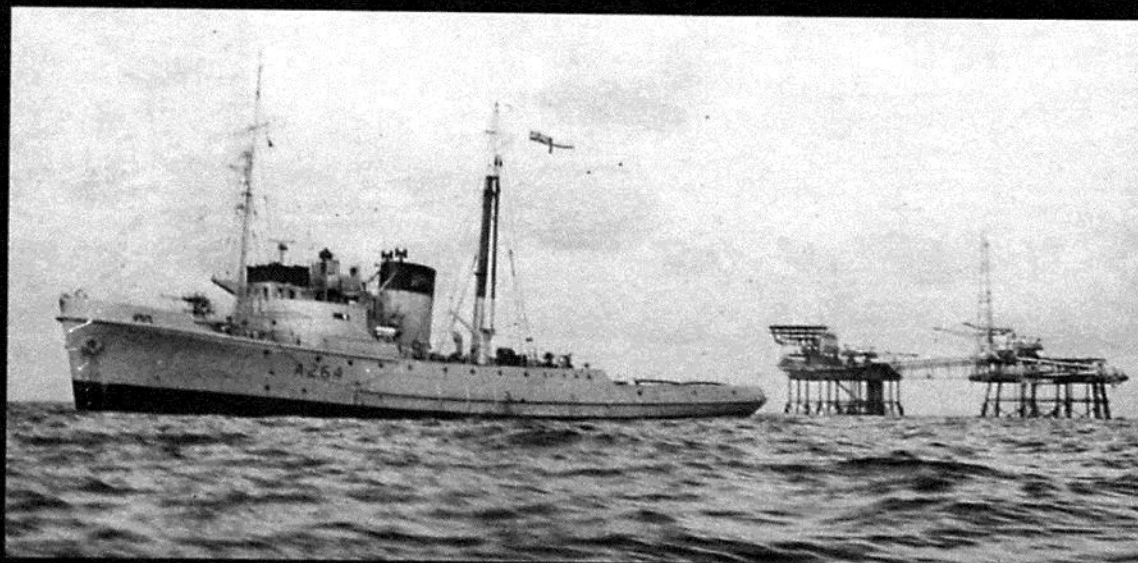
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LEARNING TO

"I'd really rather not have water with my beer." Those fearsome wheels look something like a medieval instrument of torture, modernized by the introduction of a beer keg, but the course has been cunningly devised to develop leadership qualities by the performance of exacting physical tasks under stress.



It's that keg again — and of course there would have to be a ruddy great wall. But students at the leadership school surmount more than obstacles in their course, acquiring knowledge of mental and physical skills which lead to success in any walk of life.



Now they know what the horses feel like at the water jump in the Grand National. Still trundling that keg they get around in the end and by the second week are gaining a better understanding of the purpose and value of the course.



Muhammad Ali holds aloft greatest!" And anyone on the boxer's confidence and stamina a bit of the Ali philosophy in advancement in a fighting service have somehow acquired a man

It's a lot of hokey — based possibly on the emerging customers piling on the agony in descriptions about their couple of weeks of "torturous trial." What is the truth about a leadership training course?

According to stories which ratings arriving for the course claim to have heard in the Fleet, "the instructors are jumped-up egocentric schizophrenics" . . . "the main aim is to make you look an idiot so many times that you become hardened to it" . . . "discipline is hard and the O.I.C. is a sadist."

Some leading hands joining for the course lack self-confidence, others appear alarmed, and nearly all are apprehensive in some way. However, at the end, most admit that their fears were groundless.

Although there is quite a lot of physical activity built into the course, it is a fallacy to assume that one must be a physical superman and outstanding sportsman to become an effective leader. It is, however, an advantage to be fit.

The "slog" part of the course develops qualities of leadership by placing leading hands in charge of men carrying out

unfam
exacti
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By
Lieut. R.
Higgins,
O.I.C.
Leadership
School,
H.M.S.
Collingwood

Right: A leadership course is not all sunshine and roses despite the scenery in this picture. These students are preparing for a fairly gruelling adventure training exercise across the South Downs.



LEAD

those massive gloves and yells, "I am the receiving end of his fists recognizes that the are of a fairly high order. There has to be everyone who aims to climb the ladder of ce, but the Royal Navy's leadership methods cracker reputation.

iar practical tasks and g physical routines, in g to demonstrate guts, mination, initiative, ork, decision, firmness, ganizing ability. ising the mind includes s, discussions, films, e teaching of the prin- of management, with is on the task, the al, and the team. Self- ence is improved by ing self-lectures and hands get full guidance duties and responsibi- here is criticism (to be d gracefully!) and a real to boost physical and skills.

course is NOT a test. A

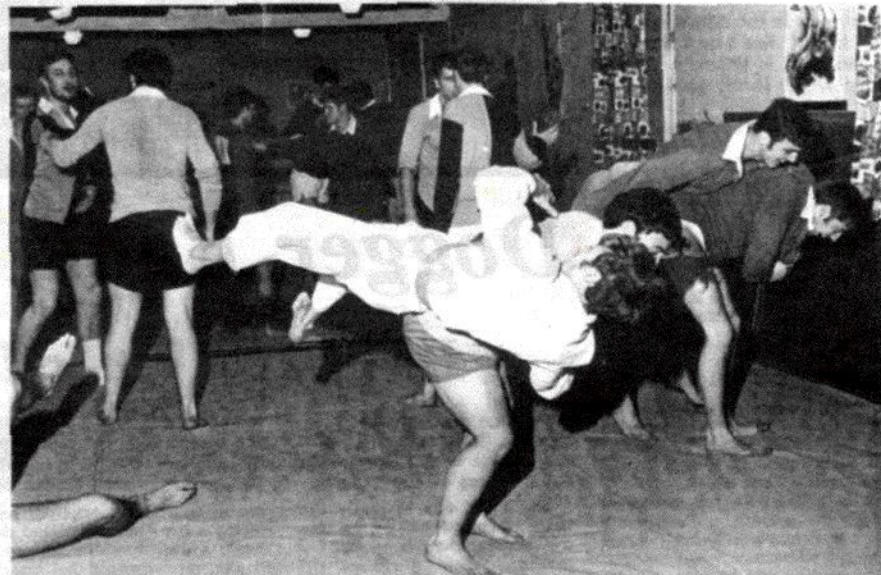
comprehensive report is prepared for each rating, the aim being to point out to a man his attributes and failings as a leader and to advise him on how to realize his potential in this field. The officer-in-charge discusses with each individual his respective report, which is then forwarded to the man's ship where it is kept in his Service documents.

Most leading rates are sceptical at the start of a course — and a few even hostile — but they quickly absorb the aims and at the end find that they have enjoyed the experience and benefited from it. Many would like to see the course extended to three weeks.

What's it all in aid of?

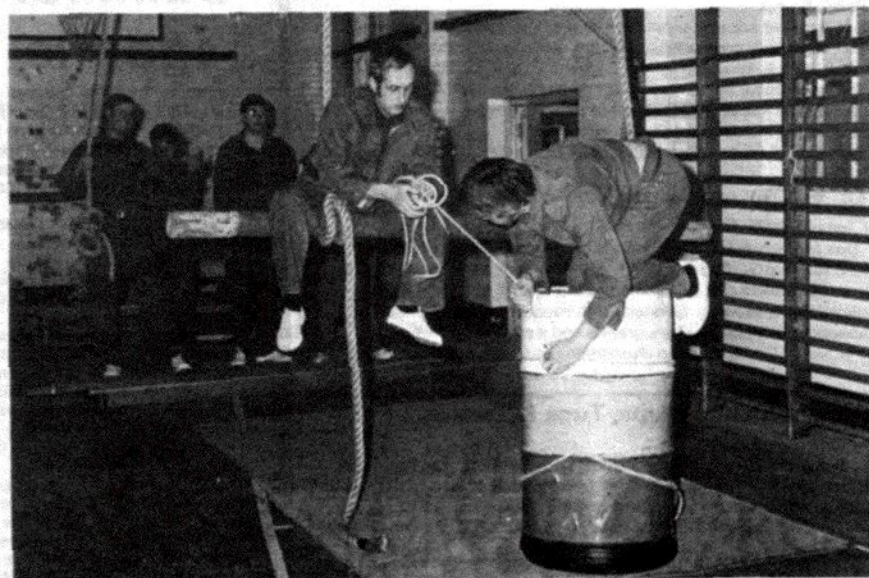
Ratings aspiring to become leading hands do so by way of their professional knowledge, but up to that point have always been in subordinate position. As leading hands they will find themselves in situations in which they must make decisions, give orders, and charge of people — in other words they must lead. It is reasonable to expect that having already been trained professionally, they should now be trained as leaders. Formal leadership training is considered important enough to be a mandatory requirement before confirmation as leading hand. There are five leading rates leadership schools, situated in S. Cochrane, H.M.S. Collingwood, H.M.S. Excellent, H.M.S. broke, and H.M.S. Raleigh. Training is carried out in all schools on a common syllabus laid down by the Petty Officer Leadership School, H.M.S. Royal Arthur. School instructors are recruited from all ranks.

Three "satisfied customers" — from the left, LA C. Parker, LA P. Harrison, and LREM M. Gordon — say farewell, and thank you, to Lieut. R. Higgins, officer-in-charge of the Leadership School, H.M.S. Collingwood.



Brain doesn't always go with brawn and it is not necessary to be a superman to be an effective leader. It is an advantage, however, to be fit — and to have a few hints on taking care of yourself.

Escape from Colditz? No, the Fareham road is just around the corner! A leadership school student gets a helping hand as he negotiates an obstacle of the course.



"So what do you think you can do with it?" Pause for reflection in the execution of an unfamiliar practical task on the leadership course. Besides toning up the muscles the course is designed to encourage initiative and organizing ability.

ABOUT BOOKS

Marines' glorious history

The Royal Marines played their part in the Allied invasion of Europe in 1944, but a "Second Front" had won them glory nearly 200 years before, when their feat is believed to have resulted in the laurel wreath award which forms part of their badge.

Their 1761 invasion had astonishing parallels with the 1939-45 adventure. Britain was struggling (as usual) with France, and the plan was to capture Belle Isle, midway between Brest and Bordeaux.

Just as the 1944 Second Front had the effect of weakening the Nazi pressure against the Russians, the attack on Belle Isle had the aim of drawing away French forces from their battles with our Prussian allies.

The Commando

Ten ships of the line and several frigates covered the Belle Isle invasion, and the Marines went in on flat-bottomed barges during a diversionary bombardment.

They had difficulty in getting ashore, and, just like their 1944

comrades, were overcome by bad weather which threatened the landing craft.

But the Marines got to the beaches, swarmed over pallasades topped with spikes, and astonished the French by scaling rocks and cliffs which were thought to be impassable.

The Commando had arrived! The exploit is included in "Per Mare Per Terram — a History of the Royal Marines," by Peter C. Smith, published by Balfour (price £6.75).

With such a vast area to cover, the editorial is tightly compressed and very factual, but the book is a quality product with scores of full-colour illustrations.

Its appearance has coincided with the opening at Portsmouth of the much-acclaimed Royal Marines Museum, where many of the pictures can be seen.



Atlantic struggle

Latest in Purnell's "History of the World Wars" is a special number, "Battle of the Atlantic" (Phoebus Publishing Company, price 65p).

The 64 pages include many coloured illustrations, including detailed drawings of aircraft as well as ships. The sinking of the Bismarck and the Battle of the Barents Sea are among the phases of the Atlantic struggle which are dealt with by well-known contributors.

The illustration reproduced here from the original colour shows a Sea Hurricane about to be launched from a Catapult Armed Merchantman (CAM). With the acute shortage of Royal Navy escort vessels, the CAM ship was vital in Atlantic convoy protection. Unfortunately, each mission for one of these planes meant the loss of the plane as well as a ducking for the pilot who ditched beside his "mother ship."

Dogger Bank incident mystery remains

When warships tried to blow to bits peaceful fishermen plying their nets on the Dogger Bank in the North Sea, they gained for all time the crazy spot award in naval history. Russia was at war with Japan, and decided in 1904 to send her Baltic Fleet to reinforce the Far East naval forces — the "journey of the damned" as it turned out to be.

The Fleet was in pretty bad shape, manned mostly by raw crews who believed the war was as good as lost, and riddled with revolutionaries. Ill-trained, lack-

ing in technical specialists, and facing a trip half way round the world without bases to call upon, it was not surprising that morale was low.

But were the Russians really as daft as suggested by the recorded events of that calm misty night in the North Sea?

NERVE-WRACKING

As visibility cleared, a repair ship reported to the flagship that she was being chased by torpedo boats "from all directions" and then for 20 minutes made no answer to inquiries.

The nerve-wracking wait for the "blow" to fall came to a sudden end with the sound of "Action stations! A torpedo boat attack!"

Guns roared, searchlights flashed, men panicked. Shells fell among about 50 British fishing boats, one of which sank and others escaped dragging their nets behind them. There were dead and wounded.

What happened next was entirely in keeping with this bizarre story. The Russians

realised that they were hitting fishermen, stopped firing, and just carried on their way. The fishermen went back to their fishing.

The whole incident sounds mad, but is there any possibility that the full facts have yet to be revealed.

Said a Russian officer afterwards: "I have been in the Navy for 26 years. I know what a torpedo boat is, and I know what a fishing boat is. I saw with my own eyes two torpedo boats going towards the Kniaz Suvarov (flagship) ready to launch torpedoes against her."

HISTORY 'LESSONS'

The Japanese COULD have brought torpedo boats to the West, and lain in wait for the Baltic Fleet, and although the evidence is heavily against it, that slight tinge of mystery remains.

Recalling the events on the Dogger Bank is but a small part of the history of the Russo-Japanese War 1904-1905, told in "The Tide at Sunrise," by Denis and Peggy Warner, and published by Angus and Robertson (price £6.50).

The 600-page volume is packed with an incredible amount of human and factual detail, drawing the reader into an absorption with this strange tale.

Should the "lessons" of history be heeded?

Well... the Japanese attacked Pearl Harbour exactly as they did the Russian ships at Port Arthur nearly 40 years before, and according to the authors, flew the same flag for the occasion.

There is much more to "make you think" in a book which will have great appeal to students of naval affairs.

Summer sparkle

Sitting in front of the fire on Boxing Day is just the time for the yachting dreamer to pick up his present, "Ocean Racing Around the World," and lose himself in the wealth of pictures which the book contains.

Gorgeous full-colour illustrations bring back the sparkle of summer days, as well as a reminder of some of the racing boats which helped to start the whole thing going.

Of course, since one Edward Heath took to the sea, the Admiral's Cup and the Fastnet Race have become terms familiar to all, but even the least well-informed might find it difficult to avoid becoming engrossed in the book.

Published by Angus and Robertson (U.K.) Ltd., "Ocean Racing Around the World" is in three sections — "Admiral's Cup" by Paul Antrobus; "Southern Cross Cup" by Bob Ross; and "Southern Ocean Racing Conference and Onion Patch" by Geoffrey Hammond. The price is £6.30.

ATLAS OF HEROES

"A journey through history in the company of heroes" is the description applied by Sir Vivian Fuchs to "World Atlas of Exploration," published by Mitchell Beazley, Ltd. (price £10.50).

To the summing up must be added the admiration which every book-lover will feel for the quality and handsome presentation of the volume.

The author, Eric Newby, though born into a known world, is no mean traveller himself, having sailed round the Horn and descended the length of the Ganges (among quite a few other adventures). He was formerly travel editor of The Observer.

The atlas is not only a collection of the familiar stories, being much more deeply researched. It is superbly illustrated, with many maps which are self-contained accounts in their own right, and would probably have special appeal to the youthful avid reader.

Kippers and Penguins

What is the difference between the Kipper and the Penguin?

Mere devotees of the good English breakfast would have no hesitation in giving the simple answer, but weapons experts would know that while both are missiles, the Kipper is Russian and the Penguin Norwegian.

This information and much, much more is contained in the 286-page Jane's Pocket Book of Missiles, edited by Ronald Pretty and published by Macdonald and Jane's at £2.50 (cased) or £1.75 (PVC).

The pocket book complements the more comprehensive Jane's Weapons Systems by being a fascinating guide for the interested reader and a handy reference summary for the busy expert.

BOOK NEWS

IAN ALLAN

Terminal House Shepperton TW17 8AS



THE BATTLE OF THE PHILIPPINE SEA

The popular Sea Battles in Closeup series now offers 15 titles, each giving a unique in-depth analysis of a famous sea battle. "Useful series"—RUSI JOURNAL. "Excellent"—SHIPS MONTHLY.

Recently published

13. The Battle of the Philippine Sea

W. D. Dickson

The greatest carrier battle in history is recorded with full details including kamikaze attacks and American naval technique relating to air/sea battles. Included are many vivid action photographs never previously published.

6¾" x 4¾" 256pp, 24pp illustrations

£4.50

14. The Escape of the Scharnhorst & Gneisenau

Peter Kemp

This detailed account tells how the two German battle cruisers, with the heavy cruiser Prince Eugen, were able, at the height of World War II, to steam up the English Channel and through the Straits of Dover in full daylight to be challenged only by pitifully inadequate forces. The findings of the official enquiry into this disquieting incident are also examined.

6¾" x 4¾" 96pp, 22pp illustrations plus maps and diagrams

£2.50

15. The Battle of Sirte

Captain S. W. C. Pack

"One of the most brilliant actions of the war" — so British naval C-in-C Admiral Sir Andrew Cunningham described the 1942 battle between Italian and British Forces in the Gulf of Sirte. The encounter is expertly narrated, with support from statistical appendices, valuable photographs and maps.

6¾" x 4¾" 144pp, 24pp illustrations plus maps and diagrams.

£2.50

British Coastal Ships, Tugs & Trawlers

Gilbert Mayes

Superbly illustrated, this completely updated edition of an invaluable handbook shows virtually all British owned ships over 100 gross tons likely to be seen in British waters.

7¼" x 4¾" 288pp fully illustrated

£3.60



ESCAPE OF THE SCHARNHORST & GNEISENAU



THE BATTLE OF SIRTE



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JACK

by TUGG

'ERE MATE! — I WAS TOLD THIS PLACE WAS CRAWLIN' WITH TALENT! THEY SAID I COULDN'T DIP OUT!!

YOU SHOULD HAVE BEEN HERE LAST NIGHT!!!!

THAT'S THE STORY OF MY LIFE!!



Wrens' day at sea

Five members of the Women's Royal Naval Service on the staff of the Commander-in-Chief Fleet, H.M.S. Warrior, spent a day at sea in the Royal Fleet Auxiliary tanker Green Rover. The girls all work in the Operations Room at the Fleet headquarters, Northwood, and the idea of their trip was to enable them to learn more about the ships with which they are involved every day.

They boarded the tanker at Portland and were given a conducted tour of the ship before watching a refuelling exercise in the English Channel, featuring the Green Rover and the large fleet tanker RFA Olmeda.

From left to right the girls are: Wren Vivien Iaynes, Wren Genevieve Long, PO Wren Judith Davidson, Wren Lesley Suttlng, and Wren Deirdre King.



DON'T GET RID OF WRENS...

I thank you Bernard Campion
And think you're quite a champion,
For putting into charming rhyme
Your views on stopping 'Jennies time.'
I'm sick to death of Jolly Jack
Forever getting on my back,
With — "Make the Jennies go to sea,
Give them duties, one in three."
Yet when you ask about his wife,
Betrothed to for eternal life,
"Her job before she married me?
— A Jenny Wren from R.N.B."
So matelots, why this awful fuss
Of trying to get rid of us.
Without us you would not survive,
It's we who keep your spirits high.
The day they scrap the Jenny Wren
Will be the end of naval men.

'Drafty Jenny, wiv luv'

POINTS LEADERS ON THE ROSTER

The following table shows the total points of the men at the top of each advancement roster for petty officer and leading rates.

"Int" indicates that the roster is "intermediate," i.e., men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that men are advanced in 'Basic Date' order. Dates shown against 'Int' rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who have been advanced during August, 1975.

PO(M) — Int (25.10.73), 6; LS(M) — Dry, 8; PO(R) — Int (26.7.74), 2; LS(R) — Dry, 8; PO(S) — Int (4.4.74), 4; LS(S) — Dry, 2; PO(D) — Dry, 1; LS(D) — Dry, 3; PO(AW) — Int (14.10.73), 5; LS(AW) — Dry, Nil; PO(SR) — Dry, 1; LS(SR) — Dry, Nil; PO(R(SM)) — Int (16.11.73), Nil; LS(SR(SM)) — Dry, Nil; PO(S(SM)) — Int (16.11.73), Nil; LS(S(SM)) — Dry, 1; PO(UWSM) — Int (16.11.73), 1; LS(UWSM) — Dry, 1; POPT — Int (26.10.73), 3; LPT — Dry, Nil.

RS(SM) — 318, Nil; LRO(SM) — Int (18.1.74), 1; RS — 248, 1; LRO(S) — Dry, 20; PO(EW/RB(W)) — Int (19.3.74), 5; LS(EW/RB(W)) — Dry, 4; CY — 323, 1; LRO(T) — Int (10.9.74), 9; POWTR — Int (20.11.73), 2; LWTR — Int (18.6.74), 3; POBA — 93, 2; LSA — Int (8.5.74), 14; RPO — Int (6.11.73), 12; POCK — 325, 4; LCK — Int (11.10.73), 12; POSTD — 119, 5; LSTD — Dry, 16; POMEM — Dry, 29; LMEM — Dry, 25; POCEL — Dry, 3; LCEM — Dry, 11; POEL — Int (11.2.75), 12; LOEM — Dry, 19; POEL — Int (6.12.74), 5; LREM — Dry, 13; POMA — Int (16.10.73), Nil; LMA — Int (7.12.73), 6; POA(P/POAM(AE)) — Int (26.7.73), 1; LMA(AE) — 96, 1; POEL(A) — 87, Nil; LREM(A) — Int (9.7.74), 7; POEL(A) — Int (8.5.74), Nil; LEM(A) — Int (17.9.74), Nil; POEL(AW) — Int (16.7.74), Nil; LEM(AW) — Int (27.11.74), 5; POA(AH) — Int (24.10.73), 1; LA(AH) — Dry, 9; POA(PHOT) — 297, 1; POA(MET) — Int (5.11.74), Nil; POA(BE) — 423, Nil; LAMB — Dry, Nil; POACMN — Int (1.2.74), Nil; LACMN — Int (1.8.74), Nil.

Commissioning forecast

The latest commissioning forecast details are as follows:

OCTOBER

HECATE (Survey ship), October 13, LRP at Devonport.
RHYL (AS Frigate), October 24, Commissions at Gibraltar with ship's company from Jupiter, Sea Service.
CLEOPATRA (GP Frigate), October 31 (tentative), Commissions at Devonport for Sea Service. Captain's Command with full staff.

NOVEMBER

LONDONERRY (AS Frigate), November 3, Commences major refit at Rosyth.
JUPITER (GP Frigate), November 3, Pays off for refit at Gibraltar. Ship's company transfer to Rhyll.
ARGONAUT (GP Frigate), November, C & M prior to LRP at Devonport.
LONDON (GM Destroyer), November 21 (tentative), Commissions at Portsmouth for Sea Service.

DECEMBER

MINERVA (GP Frigate), December 1, LRP at Chatham, Shore Service.
JAGUAR (AA Frigate), December 1, Completes refit for SB Squadron.
EURVALUS (GP Frigate), December 5 (tentative), Commissions at Devonport for Sea Service.
AURORA (GP Frigate), December 19 (tentative), Commissions at Chatham for Sea Service.
LINCOLN (AD Frigate), December 5 (tentative), Completes refit for SB Squadron.

JANUARY, 1976

LEOPARD (AA Frigate), January 5, Commences last refit at Chatham before entering SB Squadron.

FEBRUARY

ARGONAUT (GP Frigate), February 23, LRP at Devonport, Shore Service.
STUBBINGTON (CMS), February 2, Commences refit.

MARCH

BRINTON (CMH), March 29, Commissions at Chatham, Sea Service.

APRIL

SCYLLA (GP Frigate), April, Pays off for refit at Gibraltar. Ship's company transfer to Jupiter.
JUPITER (GP Frigate), April, Commissions at Gibraltar with ship's company from Scylla, Captain's Command with full staff, Sea Service.

UPTON (CMS), April 5, Major refit at Gibraltar.

MAY

JUNO (GP Frigate), May 3, LRP at Portsmouth.
GAVINTON (CMH), Commissions May 7 at Gibraltar for 1st MCM Squadron, Sea Service.

JUNE

LYNX (AA Frigate), June 25 (tentative), Completes refit for SB Squadron.

JULY

DAHAE (GP Frigate), July 5 LRP at Devonport.

SEPTEMBER

ARETHUSA (GP Frigate), September 17 (tentative), Commissions at Portsmouth for Sea Service.

OCTOBER

BACCHANTE (GP Frigate), October, Pays off for refit at Gibraltar. Ship's company transfer to Scylla.
SCYLLA (GP Frigate), October, Commissions at Gibraltar with ship's company from Bacchante, Captain's Command, R.M. Sea Service.
PHOEBE (GP Frigate), October 29, Commissions at Devonport, Sea Service.
LEOPARD (AA Frigate), October, Completes refit for SB Squadron.

STUBBINGTON (CMS), Completes refit.

HODESTON (CMS), Major refit at Chatham.

JANUARY, 1977
WOTTON (CMS), Major refit at Gibraltar.

SUBMARINE DRAFTING

WALRUS, At Rosyth, Final manning date August 29, 1975, Joins SM3.
ORPHEUS, At Devonport, Final manning date October 10, 1975, Joins SM 1.
CHURCHILL, At Chatham, Final manning date October 27, 1975.
OPPORTUNE, At Devonport, Final manning date May 28, 1976, Joins SM 2.
SEALION, At Portsmouth, Final manning date July 12, 1976, Joins SM 1.
DREADNOUGHT, At Chatham, Final manning date July 29, 1976.
PORPOISE, At Portsmouth, Final manning date October 22, 1976, Joins SM 3.

Still in uniform at 60

Few Royal Navy ratings today are still wearing uniform in an active service engagement at the age of 60, but Chief Jim Corke was doing so when he went to H.M.S. Nelson, Portsmouth, to say farewell to the Service.

After an electrical apprenticeship he was a direct entry in 1936 as an acting PO. Twenty-seven years later he began a non-continuous service engagement at H.M.S. Vernon which lasted for 12 years until his retirement.

On his record he can show with pride, as assessment of his ability and conduct, an unbroken list of 36 "VG superiors."



Promotions

Authorisations for promotion of the following ratings to the chief petty officer, chief artificer or chief mechanic rate have been issued:

G. P. Redmill (Devonshire); R. C. Thewma (Mercury); R. A. Thomson (Pembroke); J. L. Priddy (Raleigh).

MEDICAL

To CMT — J. K. Short (Haslar).
To CPOMA — M. Chandler (Centurion); A. French (RM Poole); C. L. S. Borg (Vernon).

WEAPONS ELECTRICAL

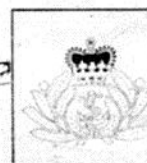
To CCEL — C. W. Lamburth (Hampshire).
To CREL — D. P. Durrant (Llandaff); B. F. Miller (Penelope); D. J. Loveder (Collingwood); J. Rickett (Resolution).
To COEL — D. G. Brooks (Dolphin); A. G. Wood (Dolphin).

MARINE ENGINEERING

To CMEM — R. H. Whiting (Glasserton); D. W. Rundell (Centurion); D. J. Clarke (Pembroke); D. Melling (Amazon); T. Greenep (Reclaim); W. Odowd (Rooke); E. G. Spring (COMCEN Whitehall).

FLEET AIR ARM

To CPOA(AH) — A. B. Wood (Daedalus); F. C. J. Gray (Seahawk).
To CPACAH — R. D. Niblock (Heron).
To CAF(A/E) — J. A. Tolleth (Osprey).
To CEL(AW) — C. R. Moore (Heron).
To CEL(Air) — P. G. R. Furneaux (Heron).
To CREL(Air) — E. G. French (Antrim); T. S. Ramsey (Gannet).
To CWREN(DSA) — L. Allitt (Nelson).
To A/CMEA(P) — C. R. Clarke (Cleopatra).
To A/CMEA(H) — A. P. Cross (Vernon).
To A/CMECH — A. Gilbert (Revenge).



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Boys aged 14½ years, of good character, may enrol now for entry between 15½ years of age.

Classes average not more than 20 boys.

Subjects to G.C.E. and C.S.E. level include: English, English Literature, Mathematics, Science, Technical Drawing and Scripture. Other subjects included are Seamanship, Boatwork and Practical Engineering.

All boys encouraged to enter for the Duke of Edinburgh's Award Scheme.

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Dunkirk memorial



A memorial to the Servicemen who died in the Dunkirk evacuation in 1940 has been erected at Dover. It consists of a beaten copper plaque — showing the Dunkirk beach scene — fixed to a six-tonne stone boulder, which was donated by Amey Roadstone Corporation.

The stone came from ARC's quarry at Swansea and was chosen by the foreman, Mr. Alec Selby, who was among those evacuated from Dunkirk. He was a guest of the Dunkirk Veterans' Association at the dedication service.

In the picture are the Rev. Danny Pugh, formerly of Dover, who conducted the dedication service; Mr. Selby (nearest camera); Mr. Bruno Sockl (standing) and Mr. Henry Beer, who built the memorial.

Branches of the Royal Naval Association, many of which have close ties with Units of the Sea Cadet Corps, are being urged to provide cash to help the Navy League to achieve a vital aim — "the survival and advancement of the Corps."

The Navy League, which founded the Sea Cadet Corps in 1899 and is, in effect, the Corps' headquarters organization, is now facing financial problems.

Impressed by the lead given by a South Coast branch which promptly donated £100 when told about the League's position, the new Director General of the

Navy League (Rear-Admiral I. G. W. Robertson) has launched an appeal to other R.N.A. branches.

"In common with all charities, we have been facing a situation which is increasing in difficulty at an alarming rate," says the Admiral. "Costs on every side are rising sharply; the Defence Vote... stretched by rising costs, is less able to support even such good and beneficial organizations as the Sea Cadet Corps. "Legacies and bequests, on

Royal Naval

UNITY — LOYALTY



PATRIOTISM — COMRADESHIP

Association

Head Office
2, Lower Sloane Street
London, S.W. 1

The general secretary, Capt. R. Tiddy, reports from Headquarters —

Reunion

The programme for the Silver Jubilee reunion at the Festival Hall on October 25 has been sent to Buckingham Palace for the approval of Princess Anne, who is to be the chief guest.

Parade

The last count revealed that nine Area and 85 branch standards will be on parade on Sunday, October 26. Standard bearers who attend the reunion and/or the parade will be presented with a bar inscribed "Silver Jubilee 1975" to be attached to their lapel badges. The cost will be borne from Headquarters funds.

NEWS FROM H.Q.

Diaries

R.N.A. diaries for 1976 should be available in early October. They will cost 42p each and can be ordered from H.Q.

R.N.B.T.

In the financial year ended June 30, 1975, 24 branches of the R.N.A. contributed a total of £349.30 to the Royal Naval Benevolent Trust.

Purley

Shipmate Lofty Hannon is busy with Shipmate Birch (Stratford-upon-Avon), organizing a reunion of former R.N.P.S. shipmates at Lowestoft in 1976. They would be pleased to hear from any other ex-H.M.S. Europa shipmates. Lofty's address is 93, Granville Road, Limsfield, Oxted, Surrey.

As secretary of the Purley branch, R.N.A., he is pleased to report that five new members have been signed on since the branch moved to the Windmill, Wallington.

The new social committee has arranged a regular monthly social and also organized a coach to Navy Days at Portsmouth. Purley was not represented at the No. 2 Area rally and dance, but it was hoped to attend the jubilee dance in H.M.S. Pembroke and have at least a dozen shipmates at the Reigate dedication.

Stourbridge

The Trafalgar dance and buffet is to be held in the Stourbridge Town Hall on Saturday, October 11, followed next day by the dedication of the branch standard at St Thomas's Church.

Stourbridge shipmates will welcome any serving personnel or R.N.A. members at the parade, which is to muster at 14.15 at the Crispin Inn, Church Street. The parade will be led by the Band of T.S. Centaur, the Dudley Unit of the Sea Cadet Corps.

On November 24 the branch is holding the darts competition finals, with entertainment and a buffet.

Swansea

Shipmate Wilf Matthey, assistant secretary and standard bearer, referring to the death of the branch secretary (see Obituary) writes: "Tommy will be much missed in the club, not only for his dry humour, but for his many stories about European travel and the famous people he had met. I shall miss him, in particular, for his sound advice and good company."

LANDING CRAFT

A reader asks if there is a Landing Craft Association. The editor would be pleased to hear from anyone with any information.

'SUPPORT THE SEA CADETS' PLEA

BRANCH NEWS

Beer

Shipmates and their wives were entertained by the Honiton branch of the Royal British Legion in their new headquarters on Sunday, September 13. They travelled to Honiton by coach and all enjoyed their evening out.

Portsmouth



Above: Shipmate Bill Garvey (vice-chairman) places the crown on the head of Sheryl White, "Miss R.N.O.C. Portsmouth, 1975."

RAVEN'S AIT

Admiral Robertson also refers in his letter to Raven's Ait, the Navy League National Sailing School and Boatwork Training Centre on the Thames at Surbiton, Surrey. The centre, which was rebuilt and modernized at a cost of £300,000 and was opened by the Duke of Edinburgh in 1972, has closed for financial reasons.

Letters from the Admiral have been sent to the Association of Royal Naval Officers, inviting members to join the Navy League, and to chairmen of S.C.C. units, seeking financial support.

Calling all shipmates

Lieut. Russ Impey (H.M.S. Lincoln) and Lieut. Colin Nix (H.M.S. Leopard) are planning to celebrate the 21st anniversary of the day they joined the Royal Navy by holding a reunion on January 5, 1976. They would be pleased to hear from any Series 23 artificers who joined H.M.S. Figsard in January 1955 or left Part II training in December 1958.

Mr. C. (Stormy) Winters, ex-AB/CR2, would like to hear from anyone who served with him in the following ships — Hostile, 1936-38; Pegasus, 38-39; PC74, 40-41; Anson, 42; Wolfhound, 42-43; Ulster, 43-44. Mr. Winters, who can be contacted c/o The Nautical Club, Bishopsgate Street, Birmingham, would be pleased to help to organize a reunion of old shipmates of any of those listed.

Mr. Reg Devaney, of 39, Burnbeck Gardens, Wollaton, Nottingham, would be pleased to hear from anyone who served with him in H.M.S. Exeter, 1932-36.

Mr. John Magee, of 29, Victoria Road North, Southsea, Portsmouth, would like to hear from any officers or ratings who served in the R.N. Patrol Service during the Second World War, with a view to forming an R.N.P.S. Association.

Mr. Frederick Lees (ex-chief chippy, H.M.S. Rooke), of 38, Lime Street, Chucky, Walsall, Staffs, is anxious to contact two former members of "the best folk group this side of the Atlantic" — "Soapy" Suddes and Ian Millbank, with whom he served in Gibraltar in 1972-73.

Mr. Robert (Pongo) Blackburn would like to contact anyone who served with him in 1936-37 in "F" block, R.N. Barracks, Portsmouth. Letters to Mr. R. Blackburn, c/o Navy News, H.M.S. Nelson, Portsmouth.

Mr. William Smith, c/o Mason, Flat 1, 50, Langham Street, Fulham, London SW6, would like to hear from other HO ratings who served with him in H.M. ships Malaysia, Valiant and others, during the Second World War.

Shipmate William Henahaw (ex-PO Stoker), a member of the Macclesfield Branch, R.N.A., is anxious to contact any shipmates from 1901-1933, including those who served with him in H.M.S. Vivid, Hycinth, Cambrian, Indefatigable (1911-13) and Leviathan (1914-19). He can be contacted c/o 105, Park Lane, Macclesfield, Cheshire SK11 6UA.

OBITUARY

Shipmate Tommy Harris, secretary Swansea Branch, Royal Navy Association. Served as gunlayer in H.M.S. Royal Sovereign, 1919. Former mayor of Swansea.

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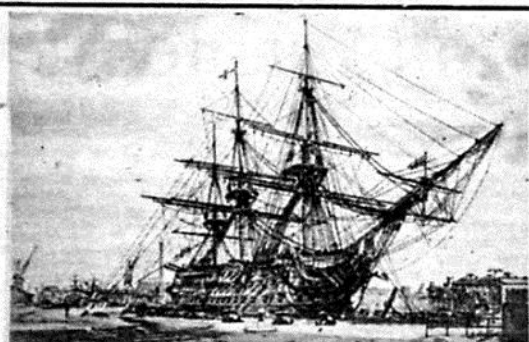
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In a hundred thousand homes, deep in dusty drawers or forgotten amid the loft debris, are packets of memories and very often a sudden search into the past is sparked off by a few words in Navy News.

Many letters are received about men who played their unsung part in epics of both world wars and while it gives them pleasure to write, and their letters are read with interest, there is little room in this paper to spare for reminiscence.

However, one recent message did have a special appeal — perhaps because it was about a "newspaper."

Mr. S. A. Kerslake (ex-R.N.R.), writing from Fleetwood, said: "I don't know if you would be interested in the two tattered newspapers that I have enclosed. They were concocted and printed in the radio room on board H.M.T. Northern Gem in 1942, during our enforced stay in Russia after the PQ17 convoy."

"There was quite a lot of sport organized on the jetty at Maimksa and the crews of the trawlers and fleet sweepers got on very well together."

"BRAVERY AND FORTITUDE"

"In the Gem we were fortunate to be in a position to rescue survivors from the Leda on the return trip (85 men I think) and also men from the tanker Grey Ranger, along with survivors from other ships."

"On a subsequent Russian trip on New Year's Eve, 1942, during the battle when Capt. Sherbrooke of the Onslow won his V.C., we managed to rescue about 90 men from the Achates. I have vivid memories of the bravery and fortitude of those we were able to save."

"I was an ex-fisherman who joined the R.N.R. before the start of the war and Northern Gem was my first ship, in which I remained nearly four years. Not many people realize what a lot of work the old trawlers got through, or the ground they covered during those years."

"Northern Gem was an asdic trawler and at the beginning of 1940 it was nothing for two or

three trawlers like her to escort both large and small convoys. If you print this it may be of interest to your younger readers, especially those who are engaged on Fishery Protection, for whom the fishermen have a high regard, regardless of the few incidents which occur."

"I still read Navy News on occasion and think back to the old days. Silly, aren't I?"

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Left: The Sunday Buzzzz was produced in Maimksa, Russia, during the enforced stay of damaged British ships. Net circulation of the first issue, dated Sunday, August 2, 1942, was given as "over three copies" and the advertising charge was "half-a-tot per insertion."

Below: The asdic trawler Northern Gem, aboard which Mr. S. A. Kerslake served nearly four years.

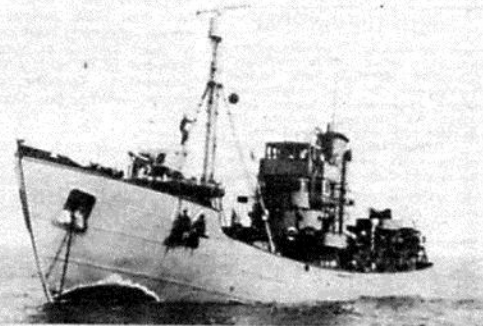
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CAVALIER CALL

Hopes of preserving the Royal Navy's last destroyer, H.M.S. Cavalier, as a museum will be dashed unless £75,000 can be raised to pay for her by the end of this year.

This warning was given when an appeal was launched by Admiral of the Fleet Earl Mountbatten on board H.M.S. Belfast on September 11. A total of £250,000 is required to buy the ship from the Government, tow her to South-

ampton, dredge out a berth, and equip her as a museum.

H.M.S. Cavalier, launched in 1944 and now moored at Chatham, is the last of 1,000 destroyers built for the Royal Navy over 80 years. Two hundred were sunk in the two world wars. Unless the H.M.S. Cavalier Trust can raise the £75,000 asking price by the end of December she will be sold for scrap.

Oldham

First prize in the Oldham Carnival went to the Oldham branch for their spectacular float, dressed overall in red, white, and blue paper flowers made by members and their wives.

The float was also decorated with Union flags, ensigns and R.N. posters and suitable nautical items borrowed from T. S. Onslow, the Oldham Unit of the Sea Cadet Corps. Sea Cadets manned the float and provided a guard for the Oldham branch queen.

The rose bowl which the branch holds for a year is now in the branch headquarters, the Black Swan Hotel at Mumps, Oldham.

Bridlington

Forty shipmates and friends from Castleton visited Bridlington for the day on September 7. Some shipmates renewed their sea-legs with a boat trip to Flamborough Head and in the evening the visitors were entertained by the Bridlington shipmates in the Black Lion Hotel, their H.Q.

This was Bridlington's first attempt at entertaining another branch and as everyone agreed that it was a good run ashore, it will obviously not be their last.

REUNIONS

Members of the Chatham branch of the Royal Hospital School Old Boys' Association are holding their 50th anniversary dinner and dance at Maidstone on Saturday, October 18. Tickets (£4) available from T. Lewing, 64, Forge Lane, Higham, near Rochester, Kent, or W. Ravenscroft, 45, Mills Terrace, Chatham.

The 88th annual reunion dinner of the Royal Naval Writers' Association is to be held on Friday, October 10, at the Thorngate Halls, Gosport. All writers and ex-writers will be welcome. Tickets (£2.50) from POWTR, A. B. Price, Room 043, H.M.S. Centurion, Grange Road, Gosport (Centurion ext. 2205).

Admiral Lynes is 100

Rear-Admiral (S) C. E. Lynes, who joined the Royal Navy in July, 1893, has celebrated his 100th birthday. He received a telegram from the Queen and was visited at his home in Seaford, Sussex, by Mr. E. H. Boot, chairman and managing director of Henry Boot & Sons, Ltd., Sheffield. The Admiral was a director of the company from 1937 until 1969.

"I found him to be in excellent spirits with his mind as lively and as sharp as ever and well in command of current affairs," said Mr. Boot. "He appears somewhat frail, as one would expect at 100, but his wife informs me that while he breakfasts in bed he is up and about for lunch and dinner."

Admiral Lynes first retired from the Navy in 1930 and was recalled for service with the Admiralty — he was concerned with convoys and the arming of merchant ships — during the Second World War. He retired on his 70th birthday.

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When Sarah Bawden of the British Forces Broadcasting Service, Singapore, heard that H.M.S. Mermaid was leaving Singapore for the U.K. on September 24 she thought she should go along to talk to the lads. But a rapid take-over by the crew resulted in her being interviewed by them!

Holding the mike is MAA Colin Wade and on Sarah's left are LS(M) Colin Cashman and LMEM Tony Mudd. Supporting the tape recorder is LCEM Bernie Wainwright and supporting him is LOEM Dave Blomley.

Last of the Beira Patrollers

H.M.S. Salisbury returned to Plymouth in September after a five-month deployment which took her right around Africa and during which she was the last ship to carry out Beira Patrol.

There were also visits to the Seychelles, Mauritius, Gan, Diego Garcia, Bombay, and Colombo. In August she became the first Royal Navy ship to transit the Suez Canal north-bound since the canal's reopening. Members of the ship's company who had been through the canal before noticed how little it appeared to have changed, but many were impressed by the heavy defence and relics of war visible on both sides.

One highspot of the deployment was a three-week maintenance period in Mombasa, when many of the men went on safari.

During the deployment the Salisbury exercised with ships of other navies and in the Gulf of Aden she met H.M.S. Glamorgan leading the Royal Navy's present group deployment. At Gibraltar early in September the Salisbury, which is commanded by Cdr. F. N. Ponsonby, was visited by the

Ashore and a float . . .

H.M.S. Soberton took time off from a Channel fishery protection patrol to spend a week-end alongside in Portsmouth and enter a float in Soberton village carnival.

Members of the ship's company who took part were assisted by the Sea Cadet Band of T.S. Iron Duke, the ship's affiliated S.C.C. unit from Maidenhead. In the evening ship's company members were guests of the villagers at a dance.

Earlier, the Soberton had carried out fishery protection control in the North Sea and shown a presence around gas platforms off the Humber.

SOVEREIGN ON SHOW

H.M.S. Sovereign, a nuclear-powered submarine, H.M.S. Hermione, a Leander-class frigate, and a model of the commando ship H.M.S. Hermes, were part of a show staged by the Royal Navy at the Southampton Boat Show. It was the first time that a nuclear-powered submarine had been present at a boat show.

The Navy also took part in the Aberdeen Offshore Oil Exhibition, explaining its roles of fishery and offshore protection, surveying, and training oil rig crews in helicopter escape and survival techniques.

First Sea Lord (Admiral Sir Edward Ashmore), who toured the ship.

Winner of the £500 first prize in the frigate's raffle was AB Silver. Various entertainments on board raised £200 for the Salisbury Club for the physically handicapped.

Casevac by Bacchante

Despite rough conditions, H.M.S. Bacchante's seaboard evacuated an injured rating from the Canadian submarine Ojibwa, with whom the frigate was exercising in the Outer Clyde Area.

An airborne transfer by the Bacchante was ruled out because of a helicopter defect, so the seaboard was used and the rating

was later transferred to a Sea King helicopter from H.M.S. Gannet.

While the Bacchante was anchored off Burntisland, near the Forth Road Bridge, she simulated a foreign merchant ship on fire in an exercise involving Five Fire Brigade and the R.A.F. Whirlwind helicopter.

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MORE AMENITIES TO ENJOY

How the Tot fund helps

H.M.S. Mercury group when Mike Channon officially opened the new Physical and Recreational Training Centre there. On the left is the establishment's commanding officer (Capt. D. A. P. O'Reilly) and on the right, Rear-Admiral T. B. Homan, Director General of Naval Personal Services and chairman of the Grants Committee of Sailors' Fund, which provided a £35,000 grant for the swimming pool work.



The Commodore of H.M.S. Nelson (Commodore George Hayne) receives the first pint from Mrs. Hayne when they went along to formally open the refurbished regulating staff mess. Also in the picture is FMAA Mervyn Jones, president of the mess.



From disco kits costing a few hundred pounds to imposing swimming baths in the £120,000 category, the sailors' "Tot fund" money is being used to provide amenities which could never have been possible through community enthusiasm or Crown resources.

By now, a great number of schemes have been financed and although a little brass plate here and there serves as a reminder, it is only when the full total is taken into account that the impact of the Sailors' Fund millions can be appreciated.

This feature refers to two of the schemes — one of the minor ones and a more ambitious project.

The application for help in refurbishing the club bar and disco for the regulating staff mess, H.M.S. Nelson, was a little unusual, but the Sailors' Fund Grants Committee were impressed by the amount

of self-help which had gone into the venture.

It was agreed that the mess should get a £500 grant and a similar amount as loan, the result being a smart and well-used social centre.

Another establishment at which the Sailors' Fund has provided welcome assistance is the Navy's Communications School, H.M.S. Mercury, where completion of a further stage in long-term development was marked by a ceremony in which Southampton and England footballer Mike Channon opened the new Physical and Recreational Training Centre.

The 120ft. x 60ft. sports hall includes facilities for a wide range of indoor sports and there is space for other activities, including the headquarters of the Royal Navy Amateur Radio Society.

At the same time the opportunity has been taken to roof in and heat an existing open-air swimming pool with the assistance of a £35,000 grant from the Sailors' Fund.

WE, THE LIMBLESS LOOK TO YOU FOR HELP

We come from both world wars. We come from Kenya, Malaya, Aden, Cyprus . . . and from Ulster. From keeping the peace no less than from war we limbless look to you for help.

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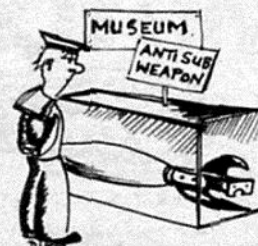
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Up spirits!

**NAVY
NEWS
DIARY**

Old sailor George may be 75, but he's as fit as most modern matelots. And to prove it he leaps over pillar boxes!

Mr. George Corner, of Batley (Yorks.), visited H.M.S. Victory in Portsmouth Naval Base during a sponsored walk from Blyth (Northumberland) to Land's End, to raise money for mentally handicapped children. As there was no suitable pillar box to jump over, George — in a borrowed uniform — demonstrated his unusual hobby by leaping over the Victory's rum tub, with Wren Angela Biles making sure he had a happy landing.

In Plymouth, George donned his original sailor's uniform before hopping over a local pillar box and setting off on a tour of the places he knew as a young sailor.



The outgoing Commander, British Navy Staff, Washington, Rear-Admiral L. R. Bell Davies (centre) and his successor, Rear-Admiral R. W. Halliday, share a tot with the Secretary of the United States Navy, the Hon. J. W. Middendorf, during a visit to the Pentagon. The rum tub was presented to Mr. Middendorf when he visited the U.K. last year.

Admiral's command

For a short time the helicopter cruiser H.M.S. Tiger shared with the Royal Yacht the distinction of having an admiral in command. Her commanding officer, Capt. M. L. Stacey, received confirmation of his promotion to rear-admiral several weeks before he was due to leave the ship, which he had commanded for more than two years.

Rear-Admiral Stacey put up his thick stripe on the day he officially left the ship and instead of being given a traditional humorous send-off by the ship's company, his departure was strictly formal and conducted with all ceremonial due to an officer of Flag rank — until he reached the car door and the crew gave three rousing cheers for a popular captain.

The Admiral, whose next appointment is as Assistant Chief of Naval Staff (Policy), has been succeeded by the Tiger's commander, Cdr. Neil Grant, for the duration of the ship's refit.

Bob bounces on

If a prize were to be offered for the civilian who had steered most youngsters towards a career in the Royal Navy, the name Bob Butler would probably figure prominently among the nominees. A member of the P.T. Branch before retiring from the Royal Navy in 1948, Bob is still a man of boundless energy, running a farm in Warwick and teaching physical education along Navy lines at Arnold Lodge School, Leamington Spa.

With the help of his wife, Doreen, he also runs boarding kennels and training stables and his combined gymnastic and riding skills have been put to good use in film and television stunts.

For a man in his fifties to retain so much ability and dedication to physical fitness is probably a tribute to his naval career as much as anything. You could almost call Bob Butler "a walking recruiting ad." "I like to feel that I have been influential in diverting some good material in the direction of the Royal Navy," he said on a visit to Navy News. "A substantial number of pupils have joined as a result of my guidance."

.....Life in the old dog yet!.....

At 15, Buster the watch dog is making history in Hong Kong. Dogs rarely live that long in the Colony, but Buster is "fit and well and able to carry out his duties," according to his latest medical report. He works in H.M.S. Tamar, the R.N. shore establishment in Hong Kong, and is seen here with AB Brian May, from Chatham.



MALCOLM GAINS HIS DEGREE

A former apprentice pharmacist who joined the Royal Navy in 1950 and trained as a pathological laboratory technician, has become a Master of Science in radiation studies.

He is Lieut. Malcolm Harper (right), the patients' services officer of the R.N. Hospital, Haslar, who gained his degree from the University of Surrey.

After completing his initial training in the Navy Malcolm was selected for training in health physics and was commissioned on the Special Duties List in 1964. He now plans to undertake a Master of Arts degree course in public and social administration at Brunel University.



A collection of items dating back to the earliest days of the Medical Branch of the Royal Navy has been presented to Haslar's museum by Mr. A. Chappel, of Gosport, a former electrician at the hospital.

The items are the personal record and inscribed gifts of his father, the late Wardmaster Lieut.-Cdr. T. Chappel, who joined the Sick Berth Staff in 1885 — the year after the branch was formed.

PIPERS' LAMENT

While OS Ian Clark's attempt to play the bagpipes is obviously not impressing his audience on board H.M.S. Berwick, his efforts seem to be giving Darkie ideas for a cartoon. Ian and Darkie (Leading Seaman Derek Crowter, a regular contributor to the "Laugh Navy" feature in Navy News) were saying farewell to the six members of the 1st Battalion The King's Own Scottish Borderers, who sailed in the Berwick to Gibraltar, on the first leg of a journey which will take the frigate around the world.

Picture: Russ Whalley

MARATHON MARCHER

Lieut.-Cdr. B. S. Harrison, serving in Holland on exchange with the Royal Netherlands Navy, claims to have been the only Royal Navy officer to complete a 100-mile route march in the 59th international four-day marches at Nijmegen, Holland.



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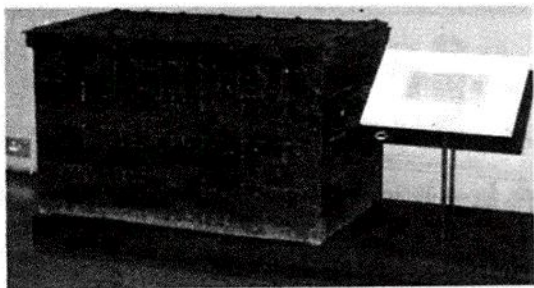
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BEFORE THE R.N.B.T. — THE CHATHAM CHEST

BY
THE
NAVY
-FOR
THE NAVY



When the pints are being pulled you can bet that there will be a sailor in the queue. And if the pints are free, then he'll probably be right at the front!

On the receiving end here is 82-year-old Mr. John McDonald, D.S.M., a resident at Pembroke House, the Royal Naval Benevolent Trust's home for aged ex-naval men, at Gillingham. Serving behind the bar is Capt. James Kennon, captain of H.M.S. Pembroke, the R.N. Supply and Secretariat School, Chatham.

He was pulling the first pints in Medway's newest pub — "The Chatham Chest" — which takes its name from its shape and construction and not from the pension fund established four centuries ago for wounded sailors.

However, the history of the Chatham Chest is well worth recounting —

The Chatham Chest was founded by Hawkins, Drake, and others in 1590 to relieve and support disabled and injured sailors. Funds were provided by deductions from seamen's wages, originally on a scale ranging from sixpence to threepence per month, but from 1626 onwards it was set at a flat rate of sixpence.

The existing chest was ordered in 1625. It had



five locks, each with different keys held by representative officers of different grades. The holders were to be changed each year, but such precautions were in vain and in 1626 the Treasurer of the Navy himself "borrowed" £2,600 from the chest. Maladministration

continued unchecked until a Commission reported on it in 1637 and a yearly publication of accounts was ordered. By the 18th Century the maladministration of the chest had become proverbial.

It was in accordance with Tudor and Stuart ideas that the seamen them-

selves should contribute for injuries sustained in the service of their country. Better days dawned when by the piety of Mary II and the devotion of William III to her memory, Greenwich Hospital was established.

The Royal Naval Benevolent Trust relies on canteen rebate, voluntary donations, investment income, and legacies to continue its important work. There is no direct contribution and no appeals are made to the public.

Instant relief in their hour of need

If the emergency is genuine and the problem cannot be solved by the individual, the R.N.B.T. can provide on-the-spot relief. Take, for example, the sad case of the Parrock family, of Plymouth.

The financial reserves of LSA Parrock and his wife had long since been exhausted by travelling to and from London, and staying in the city, while their baby daughter received treatment for a serious heart condition. The R.N.B.T. helped with the expenses and every effort was made to save the baby's life, but without success.

Then came the final blow. The undertakers required cemetery fees of £29.50 to be paid in advance. Unable to pay, LSA Parrock called the R.N.B.T. in Portsmouth. An immediate guarantee was given and, within five minutes, a cheque was on its way to the undertakers.

"I think I can now say that I have more or less got my head above water . . . and I can't say how much I appreciate all you have done for me," said LSA Parrock in a letter to the Trust.

The Parrocks, like thousands of others before them, will undoubtedly remember the ready response of R.N.B.T. in their hour of need.

'OUR MEN IN MALTA'



Cdr. B. Prideaux has succeeded Cdr. C. M. Bagguley as Advisory Officer on the R.N.B.T. Subsidiary Committee, Malta. The men who look after the Trust's interests in the Mediterranean island — with four others who were unable to be present when the photograph was taken — are pictured above. Front row, left to right: Mr. W. A. Duggin (hon. secretary), Cdr. Bagguley, Cdr. Prideaux, CMEM G. A. P. Azzopardi (chairman). Back row: LS A. Stagno, POMEM A. Bugeja, MAA G. Roberts, CPO M. A. Myhill (deputy chairman) and POMEM P. Attard (hon. treasurer).

£3,203 A WEEK . . .

. . . that was the average expenditure of the Royal Naval Benevolent Trust's Grants Committee in the year ended June 30, 1975. This is where the money went —

Applications		£
86	Junior rates and other ranks	3,802
55	Leading rates and corporals	2,586
62	Senior rates and senior NCOs	4,091
1860	Ex-serving men	69,704
816	Widows	28,834
249	Other dependents	9,344
794	applications were not granted	
51	others were ineligible	
3973	TOTAL	£ 166,566
	Jellicoe annuities	43,213
	Invalided and disabled men — special scheme	3,546
	Minor trusts	1,451
	Children's emergency accommodation account	13

Head Office: High Street, Brompton, Gillingham, Kent ME7 5QZ. Local Offices: 2a, Tipner Road, Portsmouth PO2 8QR; H.M.S. Drake, Devonport Naval Base, Plymouth; 23, St Francis Ravelin, Floriana, Malta.

The day Gordon joined up . . .

The chairman of the Chatham Local Committee and Pembroke House Management Committee, CPWTR (CAS) Gordon Wood, joined the ranks of the R.N.B.T. in 1957, thanks to his "oppo" who, before going on draft, had put forward Gordon's name as a likely replacement on the Chatham Local Committee. Gordon arrived at the Local Office in the middle of a thunderstorm — and a power cut.

"On entering the building I was ushered upstairs by a shadowy figure," he recalls. "I walked into what could easily have been mistaken for a scene from a Klu Klux Klan movie, with flickering candles illuminating a square of desks. I addressed myself to the side of the square with the most candles and was asked to sit at the back . . ."

Fortunately, the power was soon restored and Gordon found himself among friends. By the end of the evening he was a member of two committees. Since then he has served on the Local Committee many times and also on the Central and Executive committees.

CPO Wood is on a fifth-five engagement with the R.N. & R.M. Careers Service and is the

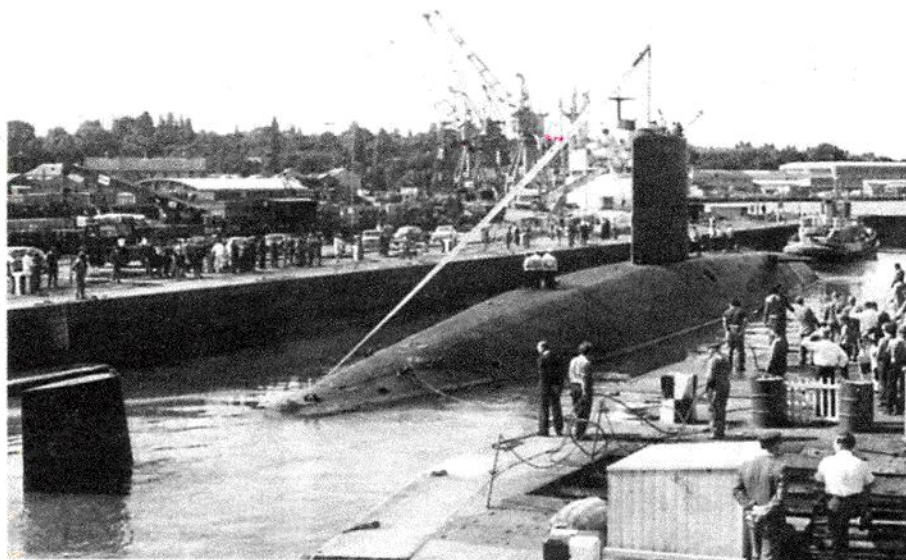


Careers Acquaintance and Cadet Training Officer at Chatham. He is married, has five children, and lives at Rainham.

R N B T

- Total expenditure was £9,443 more than in the previous year.
- Average grant was £37.84 (£32.64 last year).
- Average grant to Service personnel was £51.52.

... AND CONQUEROR MAKES THREE



When H.M.S. Conqueror (left) arrived at Chatham on September 5 she completed a trio of nuclear-powered Fleet submarines in the naval base. H.M.S. Dreadnought is also in the nuclear complex and work on H.M.S. Churchill is being completed in one of the dockyard basins.

The Conqueror is to refit after her first commission, during which she steamed some 134,000 miles, visiting the U.S.A. twice and making several trips into the Mediterranean.

During her last running period she was employed on "Meet the Navy" duties and completed the commission at Portsmouth Navy Days.

SUB MEN KEEP IN TRIM

Anyone with the impression that the off-crew of a nuclear-powered Polaris submarine has a good "loaf" for three months should have joined H.M.S. Renown's port crew during the summer. Besides supporting the starboard crew for the full maintenance period officers and ratings were put through an "exhaustive" series of jollies so that they would return refreshed for their next on-crew.

Fourteen officers and men made up two crews to man H.M. Fleet Tender Ashcott as the Gibraltar guard boat and six days later ten lucky junior ratings, who had previously not had the opportunity to travel far with the Navy, left in H.M.S. Tartar for a week in Denmark. There they were entertained by the local people in the small fishing village of Vejle, while some of the party visited Copenhagen.

A party of ratings led by Lieut. G. Cooper spent a week at the Royal Naval Boom Defence Establishment at Aultbea, Ross-shire, dividing their time between climbing, walking and sailing expeditions and helping a party of handicapped children enjoy their stay, too.

SAILING BONUS

Chaser, a Nicholson 55 yacht from the Joint Services Sailing Centre Hornet at Gosport, provided some valuable offshore experience for a party under skipper Andie Richie, who took the boat through the Caledonian

Patrol cycle of a Polaris submarine is divided into the following segments, totalling about six months: On-crew — base maintenance period, four weeks; index, one week; patrol, up to eight weeks. Off-crew — maintenance support, four weeks; leave, three weeks; training, three weeks.

Canal and into Loch Linnhe, on to Barra in the Hebrides and ending at Oban. A bonus to the trip was the awarding of Royal Yachting Association qualifications to members of the crew. Most achieved at least the standard required for yacht hand and several passed the examination for day and coastal tickets.

The submarine has started a firm liaison with the Sunshine

Homes for the Blind and three ratings who decided to give up a week's leave to help run the Southport Home enjoyed their stay so much that they stayed for almost a week extra!

These activities formed only part of the off-crew period, which lasts for ten weeks. Twenty-eight ratings served in careers offices throughout the country and many more attended professional and leadership courses. Before returning on-crew a three-week re-training period was carried out at the Clyde Submarine Base.

TRAINING SYMBOL

At a ceremony on board H.M.S. Fearless, Capt. J. B. Rumble handed over the Midshipman's Dirk, symbol of the Dartmouth Training Ship, to Capt. N. J. S. Hunt, commanding officer of H.M.S. Intrepid.

'A good gulp of rum' for Andromeda

"Henceforth every British sailor who, with a peaceful intention and on official mission, sets foot on our territory, is entitled to a good gulp of West Indian rum." So read the decree issued by the Lord Mayor of Bremerhaven during the visit of H.M.S. Andromeda.

First to enjoy the issue of rum — in handy, pocket-size bottles — were members of the ship's company of the Andromeda. A rum tub was hastily manufactured for the issue and it is said that the turn out for "Clear lower deck" was one of the best for some time...

During the remainder of the Andromeda's visit the British sailors joined the people of Bremerhaven and crews of German, Dutch, and French warships in the festivities to mark the opening of the German Maritime Museum. Free drinks flowed in the festival tent and on two days a whole ox was roasted on an open fire.

The Andromeda's team beat the Dutch sailors 3-0 in the final of an international football knock-out contest and the frigate's pistol shooting team also won the visitors' trophy.

The picture shows POA Williams and CPOA Tomkinson issuing the tot to POA Hollingdale, supervised by Sub. Lieut. M. Bee and CPO COXN Graham.



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Dominating the skyline over Richard Dunston's shipyard near Hull are two concrete leviathans, soon to form the northern support for the world's longest single-span suspension bridge.

Having watched the growth of the structure from their offices in the shipyard, members of the ship's company of H.M.S. Kingfisher have now taken the opportunity to savour the view from the top of the 512ft. pillars.

A party of seven officers and ratings visited the bridge, spending a couple of hours

Kingfishers 'hit heights'

touring the base site and the tower itself. The bridge is due to open in 1978, connecting the two communities of the county of Humberside

and providing a main arterial link.

The Kingfisher, first of the Bird class of patrol craft, is due to commission into the Fishery Protection Squadron this month. Armed with a 40/60 Bofors gun, she is 124 feet long and has a complement of 23. On contractor's sea trials in the Humber she demonstrated her remarkable manoeuvrability.

The Kingfisher's base port will be Rosyth and her "first of class" trials are being carried out in the Forth areas. Commanding officer is Lieut. I. A. Forbes.

SAVED DIVER

Leading Seaman (D) Richard Balsdon has received a C-in-C's commendation for his quick-thinking and action when he found a fellow diver unconscious with a fouled air hose.

LS Balsdon was a member of a diving team at Loch Fyne when he was called to rescue a team member who had given an emergency signal while coming up from a 70-metre dive. LS Balsdon dragged him to the surface through the cold and choppy water.

The diver was hauled into a dinghy and mouth-to-mouth resuscitation given. He was put in a compression chamber and eventually made a full recovery.

LS Balsdon was commended for his professional ability and the calm efficiency and quick reaction which "undoubtedly saved the diver's life." At a ceremony attended by shipmates serving in H.M.S. Reclaim, he received his commendation from the Flag Officer, Portsmouth (Rear-Admiral E. J. W. Flower).

Other members of the team were also congratulated on their action, including LS J. J. Howett, who gave mouth-to-mouth resuscitation, and FCPO Andrews, for overall expert supervision.

Bravery awards

A chief petty officer and leading seaman who dived to rescue a merchant seaman who fell from a supply vessel unloading pipes at the Invergordon fuel depot are to receive bravery awards from the Royal Humane Society.

CPO Walter Pointon and LS Ray Marshall were able to get the man to a catamaran and LS Marshall gave artificial respiration. The two receive the society's testimonial on parchment, and LS Marshall also receives a resuscitation certificate.

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RNR

Ariadne gets her desserts

Presentations have marked the triumph of H.M.S. Ariadne in this year's Fleet Cookery Competition. The frigate took the Aggregate Cup for most points in the competition's three sections and this also gained her a Food and Cookery Association gold medal.

She achieved her Aggregate Cup success by topping the bakery section and being placed third for the ship's company gallery.

In the picture the Food and Cookery Association's gold medal is presented to Chief Cook Michael Doble by Mr. J. Gregson.

The other awards were presented by cookery writer Merika Hanbury-Tennison (right), including the Bakery cup, held by Cook Neil Nowacki (left), and the Aggregate Cup, held by PO Cook Jeffrey Buckley (centre).

Individual medals and certificates were also awarded.

Two benches which were presented to Haverfordwest by R.N. air station Brawdy have been restored by shipwrights of H.M. Mooring and Marine Salvage Depot, Pembroke Dock.

PENFRIEND SERVICE — THE LATEST LIST

There's a Yorkshire redhead who has travelled the world, and what do you think she wants now? — A sailor in the Royal Navy to write to.

Another girl who received several penfriend answers sent Navy News a cheque for £2 "for any naval charity." Thank you Gail. It will go to the Royal Naval Benevolent Trust.

Readers seeking penfriends are listed below.

Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name. The letter should be enclosed in a second envelope addressed to "Pen Pals, Navy News, H.M.S. Nelson, Portsmouth."

On receipt, the replies will be

redirected — but only if they have been stamped.

Details are as follows—

Sandie, redhead, 5ft. 7in., Pontefract.
Noreen, aged 16, 5ft. 1in., auburn hair. Peterborough.
Violet, aged 21, divorced. Peterborough.
Jan, aged 33, single, 5ft. 3in. Portsmouth.
Queenie, mid-forties, auburn hair. Peterborough.
Sorrell, aged 22, single, 5ft. 3in., fair hair. West Drayton (Middlesex).
Rita, aged 16, 5ft. 7in., brown hair. Malta.
Dianne, aged 18, 5ft. 10in., brown hair. Ashford (Middlesex).
Mrs. M, aged 38, divorced, family of 4. Immingham (South Humberside).
Diane, aged 29, single (W.R.N.R.) Eastbourne (Sussex).
Jacky, aged 18, single. Abingdon (Oxon).

Rosmarie, aged 18, single. Headington (Oxford).

Rona, divorce pending, son aged 3, 5ft. 2in., dark brown hair. Seeks 25-30 age group. Edinburgh.
Owen, aged 22, divorced, daughter aged 3. Bath (Avon).
Patricia, aged 43, divorced. Son of 20. Swanley (Kent).
Gill, aged 27, 5ft. 2in., brown hair. Tunbridge Wells (Kent).
Janet, aged 20, 5ft. 5in., brown hair. Preston (Lancs).
Jayne, aged 17, 5ft. 10in., light brown hair. Coventry (Warwickshire).
Irene, aged 54, widow, 5ft. 3in. Bridgend (Glam).
Shelia, aged 34, divorced, two boys. Redhead. Leeds.
Janice, aged 23, single, Dorking (Surrey).
Margaret, aged 25, single, 5ft. Southampton.
Pat, aged 44, widow, 5ft. 7in. Bristol.
Linda, aged 19, single, 5ft. 5in., blonde. Hull.
Jeanette, aged 23, single, 5ft. 2in., son of 4. Brown hair. Hitchin (Herts).

Mrs. S, aged about 40, divorced, grown-up family. St Leonards-on-Sea (Sussex).

Diane, aged 17, single, brown hair. Guildford (Surrey).
Rona, aged 17, 5ft. 7in., brown hair. Guildford (Surrey).
Jean, aged 23, 5ft. 6in., unattached. Oxford.
Debbie, single, 5ft. 3in., blonde. Plymouth.
Jane, aged 17, 5ft. 6in. Northampton.
Esme, aged 16, 5ft. 4in., brown hair. Sutton (Surrey).
Kathy, aged 19, single. Hartlepool (Cleveland).
S.B., aged 48, widow. Lichfield (Staffs).
Miss E, aged 22, 5ft. 2in., Newcastle-upon-Tyne.
Evelyn, aged 25, divorced, 5ft. 10in., fair. Pinner (Middlesex).
Dawn, aged 21, divorced, 5ft. 11in. Pinner (Middlesex).
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Rose, seeks 30+. Wembley (Middlesex).
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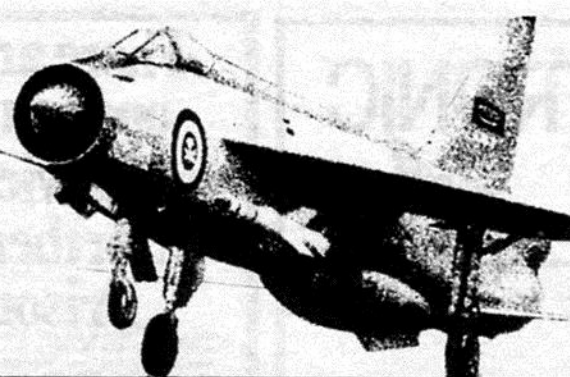
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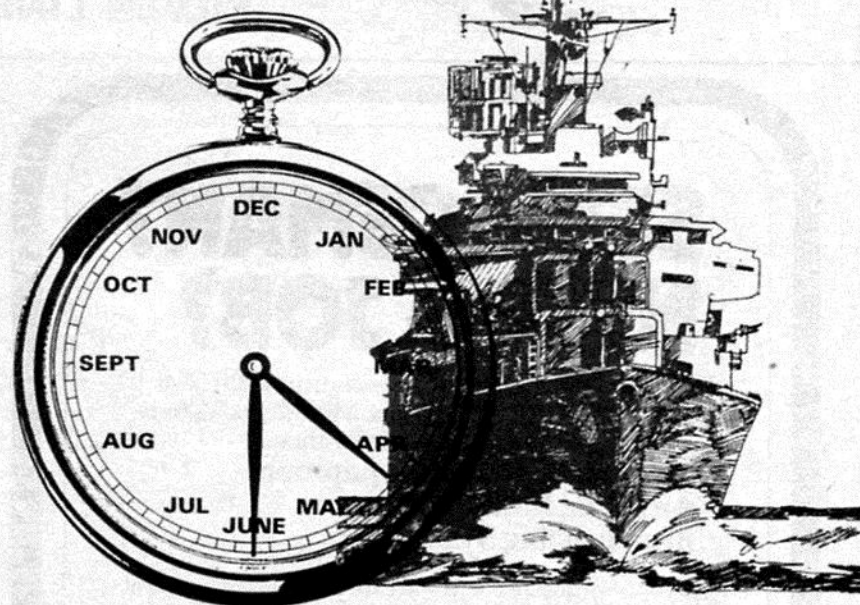
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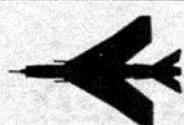
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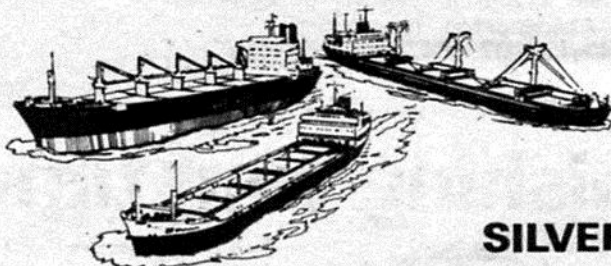
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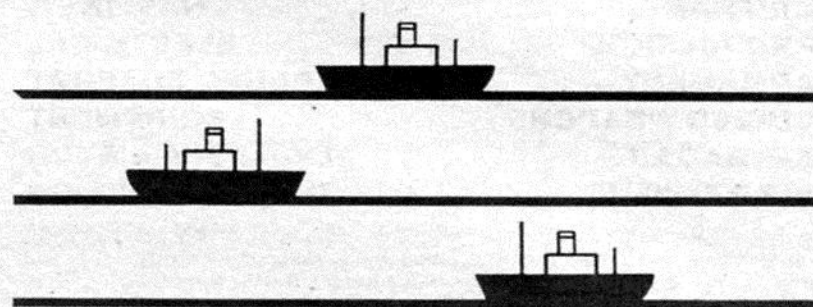
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SPORT

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BUSY SEASON FOR NAVY RUGBY

The Navy rugby team takes on an ambitious fixture list for the 1975-76 season, including a match against Scotland B at Edinburgh on February 25, writes John Jacobsen.

The Scottish selectors wanted a warm-up match before Scotland B go to France and the Navy selector, Glyn Thomas, was looking for an extra fixture before the Army match, which this season falls a week later than usual on March 13 (a date for the diary).

To make the R.N. season even longer than usual the R.N. v R.A.F. match is last of all, on March 27, and the Navy take on old friends Kent at Chatham on March 17 to keep their hand in between the Inter-Services matches.

Pack in charge

Against the French Navy team visiting from the base at Hourtin, near Bordeaux, the R.N. pack took total charge at Portsmouth on September 8 and gave the backs continuous good ball.

Only stout defence by the French outsiders held out repeated Navy attacks. However, when the French did see the ball they showed us a glimpse or two of superb running and passing.

Taff Connolly had a field day, scoring two tries and making the break for the third. The Navy came out winners by 22-9.

Against a combined Taunton / Bridgwater / Weston-super-Mare Centenary XV at Weston-super-Mare on September 17, the Navy pack again took charge in the set pieces but the backs could not penetrate a sound defence and the Centenary XV back row pounced on any handling errors — particularly close to the scrums and mauls.

The result was that despite two great tries by the Navy backs, one after a 60-yard run by Alan Jones, the Centenary XV came out winners by 16-8.

Mobile

After these two pipe-openers it is most gratifying to see that the selector has the basis of another fine Navy team at his disposal. In addition to the old stalwarts there is some fine talent among the players coming into the side.

Tony Witham and Mike Lane make a big, mobile second row and all the new outsiders from Peter Johnson to Nigel Penney look extremely promising.

Late flash: Bob Clark, back from Malta, is also back in the London Scottish 1st XV and will be staking his claim for the hooking berth in the Scotland and Navy front rows.

FIXTURES

October 8, Devon (Beacon Park, Plymouth, 7 p.m.).

January 7, Hants (Portsmouth, 3 p.m.); 14, Bath (Bath, 7.15 p.m.); 21, Cornwall (Devonport, 6 p.m.); 24, Blackheath (Portsmouth, 3 p.m.); 28, Bristol (Bristol, 7.30 p.m.).

February 4, Leicester (Leicester, 7.15 p.m.); 11, Civil Service (Chiswick, 3 p.m.); 18, Oxford University (Portsmouth, 2.30 p.m.); 25, Scotland B (Edinburgh, time to be announced); 28, Harlequins (Twickenham, 3 p.m.).

March 3, Cambridge University (Cambridge, 2.30 p.m.); 13, Army (Twickenham, 3 p.m.); 17, Kent (Chatham, 3 p.m.); 27, R.A.F. (Twickenham, 3 p.m.).

April 17, Waterloo (Waterloo); 19, Birkenhead Park (Birkenhead Park).

Combined Services: November 22, French Armed Forces (Cardiff); December 30, Australia (Aldershot).



Volleyball excitement

Volleyball is now an officially-recognized sport in the W.R.N.S. and the standard of play is rapidly improving at unit and service level. In an exciting W.R.N.S. Inter-Unit Volleyball Competition at H.M.S. Temealre on September 3 H.M.S. Nelson beat H.M.S. Daedalus by 3 sets to 1. The picture shows an attack by the Nelson girls.

Services draw at Chiswick

Combined Services drew 1-1 with the Civil Service at Chiswick on September 16 in a final trial before leaving for a two-week tour of Trinidad.

Navy players in the Combined Services team were Andrew, Dixon, Johnson, Oram and Gwynn.

Foster second

Peter Foster, of the R.N. and R.M. Cycling Association, finished second in the Inter-Service 12-hour time trial held in conjunction with the Western T.T.A. Event. He covered just over 234 miles.

More points than ever in smallbore

The Army made a clean sweep of all the Inter-Service smallbore rifle and pistol matches this season but the Navy managed to pip the R.A.F. for second place in three out of the four events.

In the Inter-Service Smallbore Rifle Match shot under postal conditions on indoor ranges in various naval establishments, the Navy's team of 30 scored more points than ever before, beating their previous record, which was set up in 1969 when they last won the match, by 39 points. Their total of 5,859 was still 18 points fewer than the Army's which was a new record for the match, but it beat the RAF's by one point.

CPO Dave Wain (Excellent), CREA Ted Metcalf (Collingwood) and Lieut Brian Wits (Nelson) each scored 199 out of 200 but the NSRA Silver Medal for the best score by a naval competitor was won by CPO Wain, whose score was 198 when a .25 gauge was used, compared with 197 by the other two.

RECORD APPEARANCES

First Officer Joan Bolton-King, who first shot for the Royal Navy in this match and in the Women's Inter-Service Match in 1955, was a member of the "Thirty" for the 13th time, a record number of appearances. She has shot 21 times for the RN Women, not having missed a match since she was first selected.

The Inter-Service Long Range Smallbore Rifle Meeting was held on Ash ranges on September 13 and 14 and in the Prone, Standing and Kneeling Match the Navy finished a very creditable second to the Army — only 42 points behind — an average of seven points a man out of 600.

The Navy's score was 41 points better than the winning score last year. The RAF trailed by 324 points in third place and the RNR were a further 148 points behind.

CPO Stuart Sweetman (Nelson) made the third highest individual score of the match, 546 out of 600, only three points fewer than the winner.

In the Long Range match shot the following day under "Double Dewar" conditions (40 shots at 50 yards and 40 shots at 100 yards) in a steady downpour, the Navy had two teams of six. The A team were fourth, 67 points behind the Army A team, who won, with the RAF A second and the Army B third.

HIGHEST AGGREGATE

The Inter-Service Long Range Championship was won by the Regular Army for the third year running with a total of 8,172 points, with the RAF second (8,138) the Royal Navy third (8,065) the T & AVR fourth (8,052) and the RNR fifth (7,984).

Highest individual aggregate by a naval competitor for the whole meeting, including the Individual "Double Dewar" Match shot before the team matches, was 2,116 out of 2,200 made by CPO Wain and Lieut Brian Willis (Dolphin). Peter Howton (Endurance) who had done very little long range shooting before the meeting, was third with 2,100.

The Inter-Service Smallbore Pistol Match, shot at Bisley on August Bank Holiday, was won by the Army for only the second time in 15 years. The Navy were second, only 20 points behind and 17 ahead of the RAF, with the Royal Marines fourth.

As it was, CPO Mick Reed (Daedalus) the RN Smallbore Pistol Champion for the last two years, made the highest individual score of 539 out of 600, with Surg-Cdr (D) Geoff Sharpe (RN Hospital, Plymouth) and Lieut David Lowe (RNEC, Manadon) equal second with 523.

TO ALL MEMBERS OF THE REGULAR FORCES

Is your name on the voting list?

Check now

To vote in any election your name has to be on the voting list.

So every year you must make a service declaration on Form F/Vote/33 which you should have received by now from your Unit or Ship. If not ask for one.

(If you are serving abroad and your wife is with you she should complete Form F/Vote/34.)

The form must be signed and dated not later than 10th October 1975 (15th September 1975 for Northern Ireland constituencies).

You should then send it to the Electoral Registration Officer at your local council offices at home* to reach him not later than 16th December 1975.

Fill in your form NOW or you may lose your vote.

It's your vote X -don't lose it

*Chief Electoral Officer, Belfast for N.Ireland residents.

SPORT

ATHLETICS — BOXING — SOCCER

CRONIN FIGHTS FOR AN OLYMPIC PLACE

Tough training — and a protein diet



CPO Alan Cronin.

Victory chance slips in world event

A troublesome leg cost Lieut.-Cdr. Bob Pape, First Lieutenant of H.M.S. Sultan, a chance of victory in the marathon event in the World Veteran's Athletic Championships in Toronto.

Pape was leading at 14 miles when the leg trouble, which had kept him down the field in the 10,000 metres two days previously, got worse and he finished eighth.

At the start of the championships he finished fourth of 83 in the cross-country, helping the England team into second place.

FCPO Dinger Bell (H.M.S. Nelson), took fourth places in both the discus and the hammer.

About 2,000 athletes from 53 nations took part in the Toronto Championships, which followed the U.S. Masters Championships in New York.

Alan Cronin, the 28-year-old CPO from H.M.S. Daedalus who has the distinction of having represented Great Britain in two sports, is aiming for an even greater distinction in 1976 — competing in the Montreal Olympics.

In recent years Alan has been better known for his karate achievements and this season he led the Great Britain team in two internationals.

But he has also had three outings for Great Britain this summer as a high hurdler, finishing second against Sweden in Edinburgh on September 14 and earlier representing his country against France and Russia.

One thing stands between him and

Montreal next summer — the 110 metres Olympic qualifying time of 13.8 seconds.

A tough one, that — but Alan is nothing if not determined. "If I don't make the Olympics," he says, "It won't be for want of trying!"

MEAT SUPPLY

Now under the guidance of an international coach, Alan has a hectic winter training schedule — four to six hours a day, six days a week, which he looks like being able to achieve thanks to the co-operation and encouragement of his bosses and colleagues.

And to make sure he gets enough protein, a Lee-on-Solent butcher,

Direct Game Supplies, is supplying all the meat he needs.

The indoor athletics season at Cosford will give him a chance to work towards that Olympic time, which he hopes to "crack" in early-season athletics matches next year.

"It looks likely that I will be selected for the Great Britain v Yugoslavia match in Split in early May and if I fail there, I can go on to Kiev for the match against Russia.

"As long as I get the time before June I shall be all right for Montreal."

Amid all his international activity in recent months, Alan has run the karate club at Daedalus twice a week and written an article for an athletics magazine on the mental and physical

parallels between athletics and karate.

All of which goes to prove he takes both very seriously — but there is also his Navy career to think about.

GIVING UP

He is due to go to sea later next year. So after the Olympics, he plans to give up athletics — and concentrate on karate!

● CPO Cronin won the trophy for the most improved athlete at the R.N. Athletic Club (South) annual meeting.

Centaur Trophy for track performances went to Cpl Paul Bamford while the Sussex Bowl for field events was won by Lieut. Eamon Fitzgerald. The club finished seventh out of 25 in the Southern League.

Boxers in England line-ups

Combined Services under-19 light-middleweight champion JS Nick Croombes is in the Young England squad for two matches against West Germany in Stuttgart this month.

Croombes, who also won the National Association of Boys' Clubs title this year, is one of the Navy's brightest boxing hopes.

AB Paul Kelly, former ABA light-welterweight champion, has been named as a member of the England team to meet Hungary in Miskolc on November 4.

Quicker by Air!

Eight runners from the Naval Air Command finished seventh of 18 teams in the Ben Nevis Race last month to win the Lochiel Cup for the first Service team to finish.

With dismaying physical and climatic hazards, the half-marathon is called the hardest hill race of them all. Even so, 178 men started, which speaks highly of their tenacity and determination.

Captained by that stalwart of Navy distance men, CPO Joe Clare, and including prominent runner PO Taff Bartley, the NAC team had as its strength in depth CPO Tony Stapley, CPO Happy Day, Lieut. Brian Davies, PO Pat Patrick, CPO Roger Smith and RPO Ralph Swann.

Naiad teams in top form

Despite the ship having been back in commission for only two months, H.M.S. Naiad's sportsmen are already making themselves felt in Plymouth Command.

After AB Izzy Ison, Sub-Lieut. Tug Wilson and the Buffer, CPO Charlie Chapman, won the tug-of-war in straight pulls, the ship beat Mohawk 4-0 to win the soccer competition.

In six-a-side cricket, the Naiad defeated H.M. ships Ark Royal and Ambuscade before beating the Scylla in the final.

Mementos of Rigger

Trophies won by the Navy's greatest footballer, Rigger Coates, who died ten years ago aged 84, were presented to the Royal Navy Football Association in a ceremony at H.M.S. Collingwood last month.

Capt. A. A. Murphy, R.N.F.A. Chairman, received the caps, medals, colours and badges from the footballer's son, Mr. Ron Coates (second right). Also in the picture are Mrs. Coates and Lieut.-Cdr. H. A. Sheppard (Secretary, R.N.F.A.).

Rigger H. L. Coates, who represented the Navy between 1925 and 1937, played for England in eight amateur internationals. No other Navy player has represented his country so many times.

He skippered the Combined Services team which toured South Africa in 1935, represented Hampshire ten times and played for Southampton Football Club in 1925-26 and the early 1930s. He retired from the Navy in 1945.

The trophies which are now the proud possession of the R.N.F.A. include an amateur international cap, a Navy cap and amateur international badges.

Room for new caps in squash

It looks as though this will be the year when new names will break through the Royal Navy squash team.

Of last year's Inter-Service side only new captain Lieut.-Cdr. Burton Toft and current champion Lieut.-Cdr. Robin Bawtree are available for the second half of the season, which leaves three places to be filled.

Likely contenders are Mechanician Frank Smith, who so narrowly failed to become the first rating to "get his cap" last year, and youngsters Sub-Lieut. Nick Marshall and Mid. Peter Des Clayes.

Also there are more than 200 young officers at universities up and down the country and it is

hoped that one or two of these will be good enough to force themselves into the reckoning.

INCREASE

Inside the Navy there has been a vast increase in the number of people, particularly ratings, playing squash. Many are now playing at civilian clubs as well as in their own establishments which gives them wider experience and can only be good for the game at all levels.

Now is the time for these people, especially the younger ones, to make a real effort to improve their squash and Lieut.-Cdr. Toft at R.N.E.C. Manadon will be glad to hear from anybody who knows of a Navy prospect who has so far been overlooked.

A team representing H.M.S. Neptune won the Inter-Service sprint relay at the Braemar Games last month.

Submariner LOEM Ian Buck was presented to the Queen and received the trophy. The other team members were LAM Ty Lewis, Cpl Paul Bamford and Cpl Dave Jarman.

There are still some places on the Novices Ski Training Scheme from December 28 to January 10. Volunteers should be able to do parallel turns and have skied for at least two seasons.

This course is a must for anyone who wants ultimately to ski for the Royal Navy and anyone interested should write to Maj. J. D. A. Milne Home R.M., Junior Division, The Staff College, C/o School of Infantry, Warminster, Wilts.

Application forms for the Combined Services Chess Championships at R.A.F. Halton between October 23 and 28 may be obtained from Lieut. I. C. Schreiber, Wardroom, H.M.S. Collingwood (DC1 RN-T209/75 refers).

The United States Marines Corps won the West Cornwall Festival of Basketball by narrowly beating the host team, R.N. Air Station Culdrose, in the final.

Karate around the globe

H.M.S. Glamorgan, currently leading the third group deployment round the world, can boast one of the largest and most highly travelled karate clubs in the Royal Navy.

The club, which has about 20 members from all departments in the ship, is instructed by Steward Steve Fryer, who is a Black Belt 1st Degree and a Subject of the Junior Karate Association.

Steve trains the team hard. While the ship was in Gibraltar he took them for a barefoot run around the Rock to Catalan Bay, where they did a series of exercises, and then ran them back to the ship through the Rock, covering about ten miles.

On arrival in Singapore the club was hoping to visit a karate school for members' first gradings (yellow and orange belts), carrying on to the next gradings either in Australia or America.

When the ship returns to Portsmouth next April the club hopes to give demonstrations in the area and to arrange competitions against other naval clubs.

If any such club would like to correspond with the Glamorgan club, contact should be made with Stwd Fryer in the ship.



YACHTING-GOLF-SWIMMING-DIARY **SPORT**

Clipper duel — it's GB v. France

Three Navy men are in the joint services crew manning Great Britain II, the British entry in the Financial Times Clipper Race to Sydney and back.

They are CPO (Medical) John Parfoot, of R.N.H. Haslar, who is taking care of medical matters on the voyage; Leading Airman (SE) Dennis Cooke, stationed at Lossiemouth, who is sailmaker; and Keith Powell, with the Royal Marines at Poole, the radio operator.

GB II, which Chay Blyth sailed in the 1973 Whitbread Round-the-World Race and which he has lent for the clipper race, was one of four yachts started by Mr. Edward Heath in H.M.S. Londonderry off Sheerness on August 31.

Main aim is to beat the record of 69 days for the London-Sydney trip, set by the clipper Patriarch in 1869-70.

Chay Blyth himself took 72 days

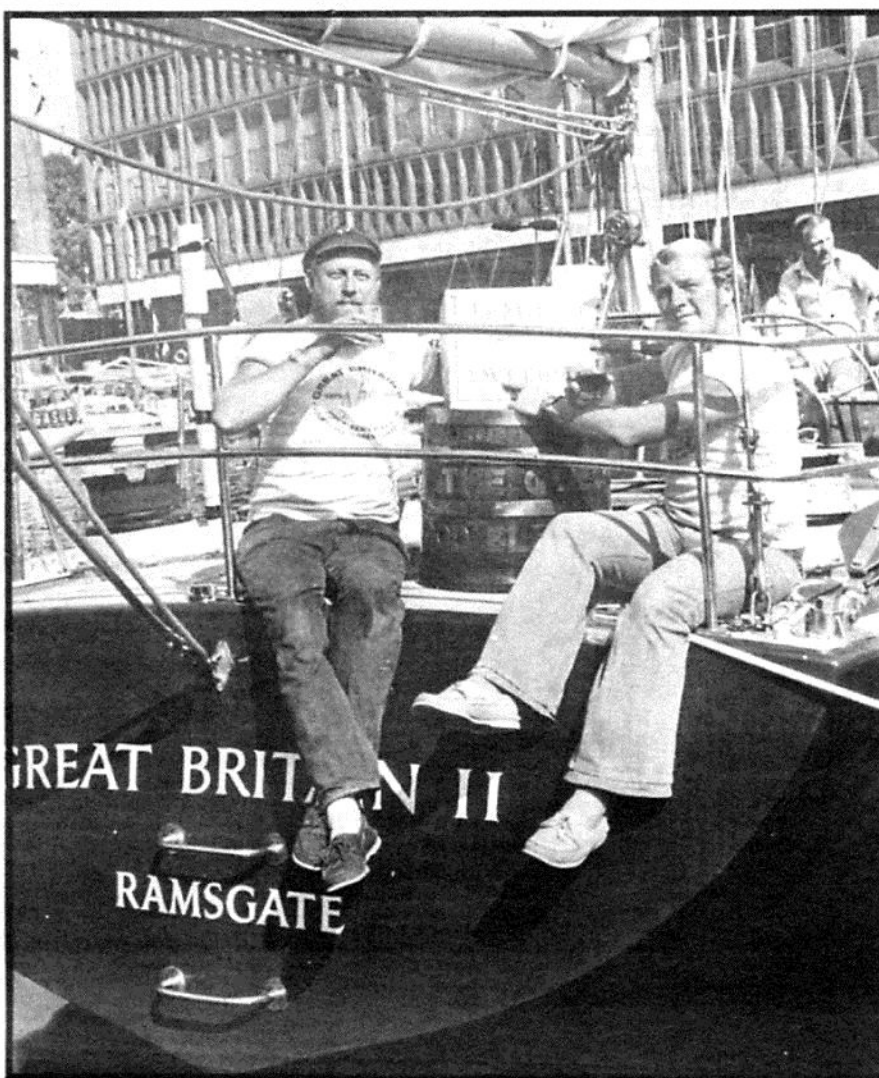
● On September 22, GB II was reported to have crossed the Equator, eight hours behind the 80ft. French ketch Kriter II.

to do the voyage in the 77ft. GB II in the world race.

Main rival for the British servicemen in this race is the French entry, Kriter II. The other two yachts are the Italian CS and RB II Busnelli and The Great Escape, from Holland.

Crew for the homeward leg, due to start in December, will be skippered by CPO Roy Mullender, former Royal Navy sailing coach.

● Right: CPO (Medical) John Parfoot and LA Dennis Cooke, "test stores" on board Great Britain II before sailing in the Financial Times Clipper Race.



INTER-SERVICE TEAMS

The Royal Navy representatives for the Inter-Service Dinghy Championships at Farmoor, near Oxford, between September 30 and October 4 were PO J. E. R. Saltonstall (captain), Lieut. J. Rothwell, Sub-Lieut. R. J. Aylard, Sub-Lieut. G. C. Geddes, Sub-Lieut. D. J. MacLean, Lieut. T. J. Russell, Sub-Lieut. K. G. R. Podger, and Sub-Lieut. B. W. Arnold (A team); CPO P. Woolner (captain), Lieut. K. Millen, PO R. Hanslip, PO L. Barry, LREM I. C. Kitchen, PO M. D. Cahill, Lieut. P. J. G. Walker, and NAM M. Price-Hughes, with Surgeon-Cdr. D. Lindsay and Lieut.-Cdr. M. Tattersall as reserves.



R.A.F. title for Navy man

Representing R.A.F. Leuchars in the R.A.F. Scottish Golf Championship at Dalmahoy Golf Club, Edinburgh, CPO Ernie Scothern (above) won the individual handicap trophy with scores of 69 (handicap 16) and 70 (14). His score also helped Leuchars to regain the handicap team trophy.

This must surely be a good year for Lieut.-Cdr. Jim Hunter, of Fleet Technical Staff in Portsmouth Naval Base.

First came selection for promotion to commander — and now he is the new Navy golf champion, a title he won at Rochester and Cobham Park Golf Club on September 11 and 12, writes John Weekes.

The job of being a selector is always hard but Portsmouth Command must have had a particularly difficult problem this year.

Good lesson

Not only did they not select the eventual champion but they also left out FCPO Barry Vernon, of H.M.S. Collingwood, who would have been among the leaders if he had managed to avoid a disastrous last round.

Lieut.-Cdr. Hunter is the first Navy golf champion to come from the individual entries since the Open and the Inter-Command Stroke Play were combined.

He plays off eight handicap (at present, of course) and has been playing golf for many years.

He has always been a steady golfer and, under the difficult conditions of Cobham Park, really came into his own and defeated the 1974 Navy Champion, Lieut. Malcolm Edmunds of H.M.S. Collingwood, by one shot. Steadiness did it, a good lesson for all golfers whatever their handicap.

Many other golfers did well.

Particularly worthy of mention are Lieut.-Cdr. Ron McLean of H.M.S. Seahawk who might have been champion if he had not had a bad second round, CPO Bill Thompson, who was almost back to his proper form, and LMEM John Broom, of H.M.S. Churchill, who provided the spearhead of the Medway team.

Happy Oggies

Winners of the Inter-Command Stroke Play, which runs concurrently with the Open Championship, were Plymouth Command, who seem to be establishing a monopoly by Navy Golf Cham-

pionships, having won the last three.

Strongly led by Commander Brian Gallagher of H.M.S. Raleigh, they were the only team to break 1,600, the equivalent of 80 per round.

The "surprise" success of their team was Lieut. Roger Hockey, of H.M.S. Fisgard, who was the only player to twice break the course par off handicap (this was nine but should soon be less); he was a last-minute substitute for the 1973 Champions, FCPO George Stretton, who caught his hand on a chisel. Get well soon, Gus!

Royals pipped

The hard luck award of the year must go to the Royal Marines team who came second to Plymouth by only two points — 1,601 to 1,599.

Mne. Paddy Graham and C.Sgt. Terry Waterson were both only three shots behind the winner and Mne Murray Grant was only one shot farther away.

The last minutes of the competition were a real "cliff-hanger" and the Royals could well have won the Inter-Command and provided the Champion. They must win one soon!

Seven in Services water polo squad

Despite finishing second to the R.A.F. in the Inter-Services water polo at Sandhurst, the Navy provided seven players in the 13-man Combined Services squad for the match against British Police at London's Nuffield Pool on October 18.

They are CPO R. Camm, PO R. Parsons, CPO N. Folley, PO A. Bowles, PO D. Wilson, Mne K. Sturgess and Sgt. B. Shepherd.

Selected for the Combined Services swimming squad are PO Parsons (team captain), Sgt. Shepherd, AB R. Morton, PO Wilson and OEM Hopkin.

Although the Navy were third in the Inter-Service swimming championships, four new Navy records were set and eight other Navy swimmers achieved personal best performances.

Navy captain PO Dave Wilson (Heron) finished fourth in the 800yd. freestyle — in a new Navy record time of 9min. 13.9sec. — knocking 12 seconds off his record of last year.

● Annual meeting of the R.N. Amateur Swimming Association will be held in Room 05, Ministry of Defence, Archway Block South, Admiralty Old Building, Whitehall, on November 10.

Record for Wally

Navy swimming coach PO Wally Parsons scored a double triumph when he completed the Solent three-piers swim in record time on September 17.

He knocked half an hour off the previous best time of four hours forty minutes for the South Parade Pier to Ryde and back to Clarence Pier trip — and raised money through sponsorship for the Gosport Dolphins Swimming Club at Rowner.

PO Parsons had aimed to complete the four-piers marathon by swimming the fourth leg back to South Parade Pier but cramp prevented him.

Now he hopes to have another go at the four-pier swim next year.

Gosport Dolphins, urgently in need of equipment if they are to enter competitive swimming this season, were hoping to raise £500 from sponsorships linked with last month's record swim.

Gone but not forgotten . . .

Ever seen a swimming guinea-pig? PO Wally Parsons was one when he carried out the three-piers swim in the Solent last month.

Before taking to the water he swallowed a lin. long, quarter-of-an-inch round transmitter and during his swim the changes in his body temperature were monitored by a medical officer in a back-up boat.

The results of the tests were not revealed — and neither was the transmitter. It was due to be recovered by the "natural process," but a week after his swim Wally reported no sighting . . .

WHEN, WHAT AND WHERE

OCTOBER

- 8 — Rugby: R.N. v. Devon (Beacon Park, Plymouth).
- 10 — Squash: R.N. v. B.R.N.C. (Dartmouth). Swimming: R.N. v. Southampton (Temeraire).
- 11 — Swimming: R.N. v. Hampshire (Victoria Park, Portsmouth). Saddle Club: R.M. Equitation Day (Lympstone). Squash: R.N. v. Devon (B.R.N.C.).
- 12 — Kayak: Wey Navigation L.D. (Guildford).
- 17-19 — Badminton: R.N. Individual Championships (men and women) (Suffen).
- 18 — Rugby: R.N. U19 v. Dunfermline U19 (Royston).
- 18-19 — Fencing: Leicester Tournament. Kayak: Inter-Service Surf Championships (Bude).
- 19 — Kayak: Nottingham L.D.

- 20-21 — Netball: R.N. Women's Inter-Group Championships (Nelson).
- 22-23 — Boxing: R.N. Novices and Youth Championships (Plymouth).
- 23-24 — Basketball: Royal Marines Championships (Poole). Volleyball: R.N. Inter-Unit Championships (Nelson).
- 24 — Squash: R.N. v. Squirrels / Ganders (to be confirmed).
- 25 — Squash: R.N. v. Oxford / Cambridge (to be confirmed).
- 25-26 — Fencing: National Epee Competition (London). Rifle-shooting: Inter-Service Full-Bore Prone, Standing and Kneeling Match (Blailey).
- 26 — Kayak: Kennett Valley L.D. (Newbury). Squash: R.N. v. Vibes (Suffen).
- 30 — Football: Navy Cup Semi-finals.
- 31 — Squash: R.N. v. London House (London House).

NOVEMBER

- 1 — Athletics: R.N. v. Cambridge University v. Walton A.C. v. South London Harriers v. Portsmouth A.C. (Crookhorn, Portsmouth). Rugby: R.N. U19 v. Cornwall Colts (Plymouth). Football: R.N. (Plymouth) v. Devon (Plymouth Brickfields). Netball: Service Trials (Nelson).
- 1-2 — Hockey: Inter-Command Tournaments (Plymouth Brickfields). Fencing: National Sabre Competition (London).
- 2 — Netball: R.N. (W) v. Hants (Nelson). Rugby: R.N. U19 v. Devonport High School (Devonport High).
- 5 — Football: R.N. v. Sussex (Bognor). R.N. v. Southampton (Portsmouth).

ANGLING

- Portsmouth R.N. and R.M. Coarse Angling Association fixtures:
- October 15 — Inter-establishment Competition, River Avon, Ringwood, 8 a.m.
- October 18 — Association outing, River Avon, Ringwood, 7.30 a.m.
- November 1 — Association outing, River Stour at Throop Mill, Christchurch, 7.30 a.m.
- Competition details from Mr Ian Epps, 29 Westfield Ave., Fareham, Hants. Membership details from Mr R. Keller, 51, Martin Ave., Stubbington, Hants.

SUB LINK-UP TRIALS

The initial trials phase consisted of practising sea-bed rendezvous techniques with the Otter. Subsequently more than 10 two-way trips were made between VOL L1 and the Ojibwa during a week-end of trials supervised by the Navy.

These were all successful, first man to complete a transfer being Cdr Brian Forbes, flotilla escape, rescue and diving officer on the staff of Flag Officer Submarines, who is also in charge of the submarine escape training tank in H.M.S. Dolphin. Cdr Forbes took with him a commemorative crest for the Ojibwa.

The Canadian submarine was participating because she is already fitted with the latest deep sea rescue vehicle link-up equipment.

DSRV couplers are being fitted to R.N. submarines as well, although the Navy will continue to rely mainly on its well-proven system in which men are highly trained in the techniques of making free ascents in survival suits from the submarine's escape chamber. The history of submarine rescue has shown that it is impossible to have too many complementary systems.

Although dry transfer between submarines and other submerged vessels is not new, the Vickers VOL L1 success is considered a

Cdr. Brian Forbes (right) hands a commemorative plaque to Lieut.-Cdr. Lloyd Barnes, Commanding officer of the Ojibwa, in the Canadian submarine's forward torpedo/escape compartment. Moments earlier, Cdr. Forbes had climbed down into the Ojibwa, so becoming the first person to make a dry-transfer using the Vickers underwater "mating" system.

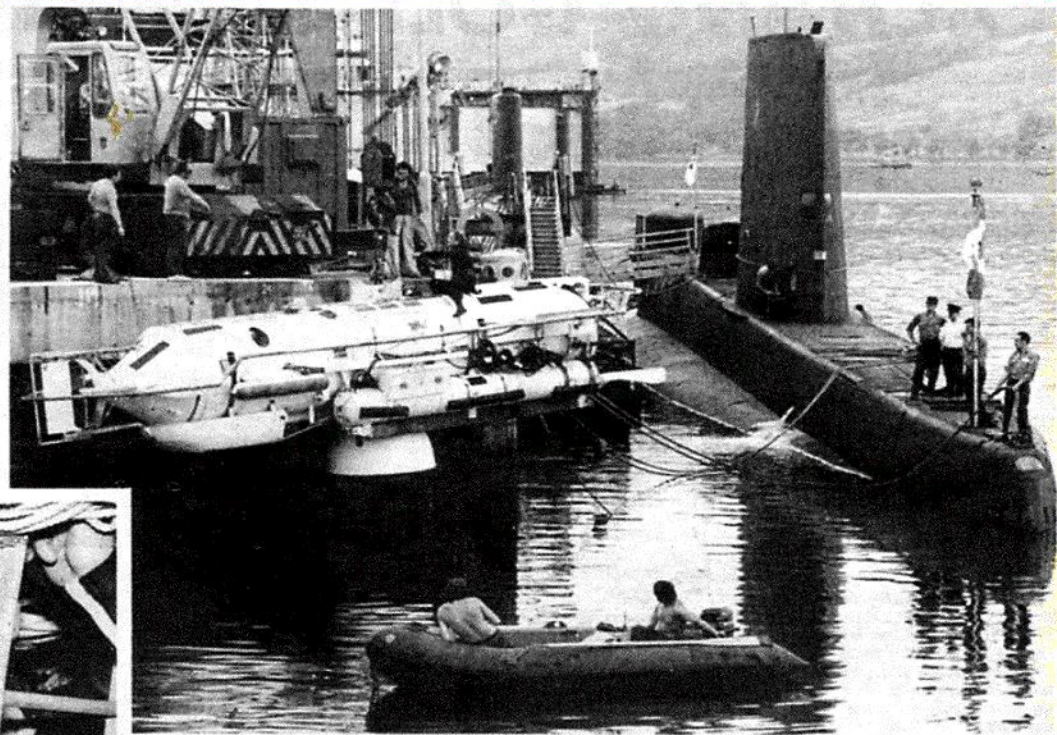
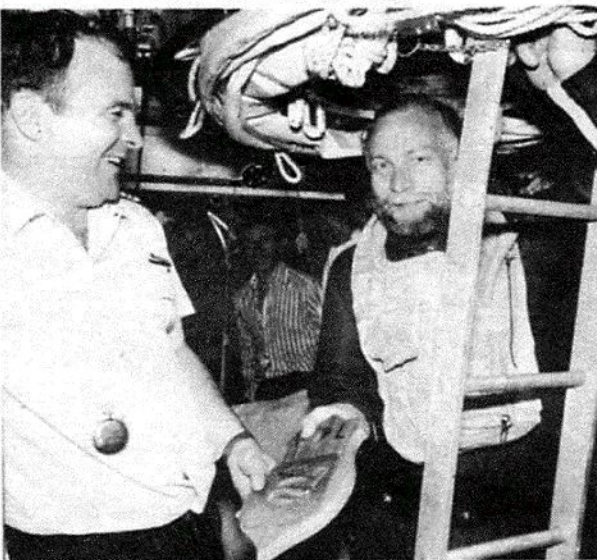
Continued from page 1

breakthrough for British industry. Previous vessels built to assist military submarines in emergencies have been highly specialised designs costing millions of pounds in development and building costs.

Now in less than two years and at what is described as "relatively low cost" a viable alternative has been created based on commercial submersible designs.

The Vickers submersible is lowered into the Gareloch for the first time, watched by officers and ratings of the Ojibwa.

First across



NEW ROLE FOR ROSYTH

The operational work of the Captain Mine Countermeasures, who also holds the appointment of Captain Fishery Protection, has been transferred from H.M.S. Lochinvar, Port Edgar, to the naval base, Rosyth. H.M.S. Lochinvar is to be run down and closed as a naval establishment.

The new Fleet base at Rosyth was opened on September 18 by the Commander-in-Chief Fleet, Admiral Sir Terence Lewin.

As well as providing facilities for the Fleet Maintenance Group, the base will be home for four frigates and for ships of the 1st MCM Squadron and the Fishery Protection Squadron, including the offshore patrol ships H.M.S. Jura and H.M.S. Reward.

Facilities consist of a new jetty and two modernized wharves,

giving a full range of alongside services, three cranes, and five main buildings.

Technical and MCM weapons workshops will maintain and service the complex mechanical, electrical and electronic equipment used in modern frigates and minesweeping and mine hunting vessels.

There is a light and spacious office block, with stores, and a Naafi building which includes shop, cafeteria, and bar.

HAMPSHIRE HAT-TRICK

H.M.S. Hampshire's hot-shots were again on target by winning all three Fleet gunnery trophies for the first six months of the year. The guided missile destroyer won the NGS for the third successive time, the surface for the second time in succession and the anti-aircraft for the first time in recent history, being runner-up

last time. The achievements of the winner and runner-up of the Seacat Trophy were also outstanding — the winning missile was the first ever fired by AB K. J. Britton (H.M.S. Hermione) and the runner-up was the second fired by JS G. N. Mackey (H.M.S. Gurkha).

LETTINGS

Continued from page 1

left in this way, they will still have to meet the outgoings while paying rent in the temporary home.

Should the decision be to let the house, the owner can do so to the Ministry of Defence as a hiring. Although some regard the official rent as not too far out in balancing the outlay, others complain that the MOD rent, being below that available privately, should be at a much higher rate.

But whether let as a hiring or privately, the owner is still liable to find that he cannot regain possession when rightfully entitled to do so, and is faced with the expense of living elsewhere.

With all the dangers of heavy costs, damage, and deep anxiety for people who already have emotional problems associated with constant upheavals, it is small wonder that some families decide to "stay put", and accept additional separation which would not be necessary if they had better legal safeguards.

Representations from the Fleet through the Second Sea Lord's Personnel Liaison Team underline that the Rent Act is obviously a serious problem area, and that there is added disquiet over the threat of compulsory acquisition of empty property for council tenants.

One plea from the Fleet is that where Rent Act problems lead to homes being left unlet, payment of rates should be sought in lieu of storage charges if these are less.

SISTER FOR BROADSWORD

The Ministry of Defence has ordered a second Type 22 frigate from Yarrow (Shipbuilders Ltd) and the ship will be built at the firm's Scotstoun yard. First of the class, H.M.S. Broadsword, was laid down at Scotstoun in February and is expected to be launched early next summer.

Big building societies 'relaxed'

While some Service house-owners have been experiencing problems in regaining possession of their homes, others have had difficulties with building societies who refuse permission to let in the first place or impose conditions which owners find difficult to meet.

Now the situation as far as larger building societies are concerned is said to be "a good deal more relaxed" and they are reported to be unlikely to make difficulties. There may, however, still be problems with some of the smaller societies "less willing to accept the marginal risks involved."

Should a case arise where it appears a society is being unreasonable representations can be made through local Service authorities to the society on

behalf of the individual, says a new DCI (\$125/75). "It should be pointed out that the Service-man has a steady job, a secure income and is unlikely to default on his payments."

In the unusual event of a society adopting a totally unreasonable attitude without just cause, details are to be sent through local Service authorities to MOD NP2.

It is stressed, however, that this should only be done if a society is clearly being unreasonable and all representations through local Service authorities have been unsuccessful.

World's largest warship visits U.K.



Portsmouth shore establishments and ships in the naval base provided accommodation for 800 American sailors prevented by bad weather from returning to their ships from shore leave on September 14. The sailors were from the 96,000-ton aircraft carrier U.S.S. Nimitz, the largest warship in the world, and the cruiser U.S.S. South Carolina, paying a courtesy visit to Portsmouth during NATO exercises.

Third member of the task group, the submarine U.S.S. Seahorse, was visiting Portland. All three are nuclear-powered and earlier they anchored in the Firth of Forth.

Left: H.M.S. Blake joined the American group for exercises in the S.W. Approaches. She is pictured here with the Nimitz.

AMERICAN MISSILE FOR R.N?

The project for the British submarine-launched anti-ship missile Sub-Martel is to be cancelled and negotiations opened for the American weapon Sub-Harpoon. This was announced in the Lords in September, when it was also stated that full development is to go ahead on the Sea Skua, the anti-ship missile for mounting in helicopters.

The statement said the Government gave high priority to the arming of nuclear-powered hunter-killer submarines with air flight underwater-to-surface guided weapons, fired from torpedo tubes and greatly increasing their capability for swift, long-range attack on surface ships.

Successful

For three years the option had been kept open on development of the Sub-Martel. But it was recognized from the beginning that costs would be high and that if development by McDonnell Douglas of their underwater-to-surface guided weapon Sub-Harpoon was successful — as it had been — this system was likely to be the more attractive proposition. The final decision would be determined by the terms which could be secured.

On the helicopter missile Sea Skua it was reported, "This weapon will provide our destroyers and frigates with a strike capability stretching far beyond the horizon. It is the only weapon of its kind in the world."